



The Hongkong Telegraph.

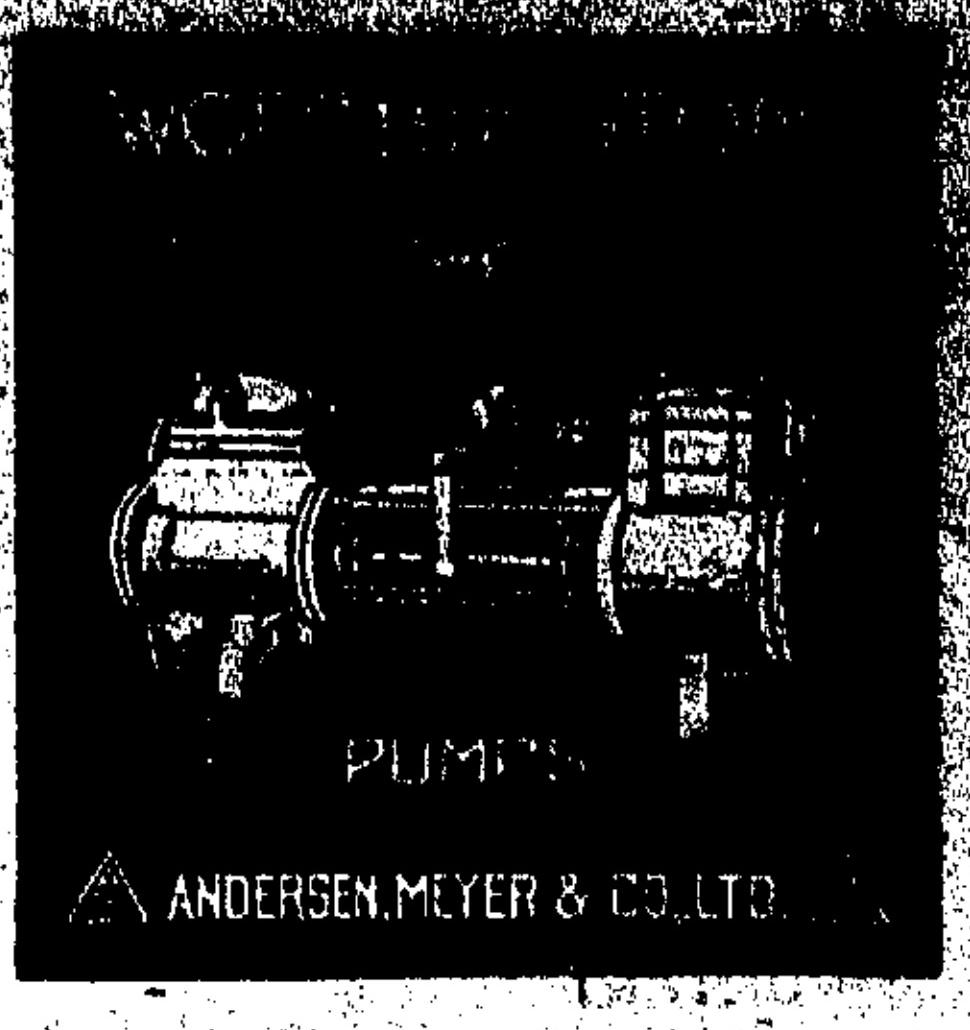
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TUESDAY, APRIL 5, 1921.

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TRUCULENT MINERS.

Suggestion that they be Armed.

(Reuter's Service.)

London, April 4.
It is declared to-night that it is generally regarded as certain that the Triple Alliance will decide on the 6th inst. actively to support the miners, although the attitude of the transport workers is unknown definitely, but it is understood that owing to the prevalence of unemployment among the transport workers the unity of their Federation is problematical. In any case, the Triple Alliance leaders are expected to defer a strike order until they have made an effort at a peaceful settlement.

The outlook in the coalfields grows progressively worse, and, as a result of threats and mass demonstrations and at least one instance of violence, for safety the men are being compelled to leave the works.

The evening papers state that a most truculent spirit is being exhibited in many areas in Scotland and Wales, while the Fifeshire men are inclined to lawlessness.

At a miners' meeting at Wrexham, the speakers urged that the Federation should not pay strike money but should arm all miners who are ex-soldiers.

Threatening Attitude of Miners.

London, April 4.
The fact that leaders like Mr. Clynes, Mr. Thomas and Mr. Gosling have been silent over the week-end is regarded as indicating that some move in the direction of peace may be made before the fateful decision of the Triple Alliance on the 6th inst. This is the only ray of hope in the gloom of the industrial crisis.

To-day, meetings of Scottish railwaymen in Glasgow, Edinburgh and Perth resolved to support the miners even by a strike, thus following the example of meetings in large railway centres in England. The attitude of the railwaymen is that if they do not support the miners now, they cannot expect help from the miners when the railways are de-controlled in August.

Serious reports of the flooding of pits in Scotland, England and Wales have been received to-day. A fire, due to ignition of gases, is raging in one colliery at Neath and it is feared the pit will be destroyed.

The threatening attitude of the miners in many coalfields is causing consternation to volunteers.

The Rhondda Miners' Association has decided that everyone, including managers and officials, must cease work immediately.

A crowd stoned men guarding the colliery railway at Falkirk.

A Disastrous Decision.

London, April 4.
The Admiralty has cancelled all leave.

The Rhondda Miners' decision, cabled earlier, will have disastrous results. If means are found to give it effect, the pits will be ruined in forty-eight hours.

To-day the Dowlais Steel Works closed down, rendering a thousand idle.

Considerable difficulties are being experienced to keep alive the pit ponies in many areas, where it is stated the miners' officials are preventing the ostlers working.

The South Western Railway has cancelled 200 trains from April 6 and other lines are restricting their services similarly.

Drastic Government Measures.

London, April 4.
In connection with the coal strike, the Gazette publishes a series of drastic regulations of a most extensive scope, giving the Government power to take possession of and requisition food, forage, land, coal, coal mines, horses, vehicles, tramways, light railways, canals, and their equipment; regulate road transport; limit or prohibit the transport of any goods; regulate traffic at the ports and harbours; refuse clearance to ships; prohibit the unloading of any goods; regulate the distribution, price and use of coal, gas, water, electricity and petrol; prohibit, in any area, the buying, selling or possession of firearms, drilling, meetings or processions; and employ His Majesty's forces in any service of vital importance to the community.

The regulations give the Police increased powers regarding searches and arrest of suspects without a warrant, the penalties being a maximum of six months' hard labour or a fine of £100.

THE REPARATIONS PROBLEM.

America Hopes that Negotiations will be Renewed.

Washington, April 4.
A German Government official recently addressed a letter to Mr. Dresel, the American High Commissioner in Berlin, declaring that Germany was willing to pay for reparations, but hoping for fresh discussion of terms. Replying thereto the State Department communicated with Mr. Dresel hoping that negotiations will be reopened between the Allies and Germany for a new schedule of reparations.

The reply concludes by stating that the United States proposes to stand by the Allies in enforcing just reparations. The State Department draws attention to communications exchanged before M. Vivian's arrival in the United States.

Mr. Hughes Supports Allies.

London, April 4.
An amplification of the Washington note shows that it was from Secretary of State Hughes, who plainly declared that the United States stood with the Allied Governments in holding Germany responsible for the war.

Mr. Hughes opined that the German memorandum which was signed by Dr. von Simons, the Foreign Minister, indicated the sincere desire of the German Government to reopen negotiations with the Allies on a new basis, and he hoped that when such negotiations were resumed they would lead to a prompt settlement, satisfying the just claims of the Allies and permitting Germany hopefully to renew its productive activities. Copies of the communications have been forwarded to the Allies.

Position of Colonies.

London, April 4.
In the House of Commons Mr. Charles White asked whether India or any of the Dominions had introduced or passed legislation similar to the German Reparations Act. Mr. Lloyd George replied that the answer was in the negative, except in regard to Newfoundland.

Replying to Mr. Bryant, Mr. Lloyd George stated that no agreement had been reached with the Allies in regard to the allocation of payments under the Reparations Act.

THE YAP QUESTION.

London, April 4.
The Daily Telegraph learns that Britain has received a Note from Washington relating to the Yap question. Details are not

WATCHING KARL.

The Little Entente's Ultimatum.

(Reuter's Service.)

Paris, April 4.
The ultimatum to Hungary, cabled earlier, threatens the recall of all diplomatic missions, the breaking off of relations, and the executing of military measures which are in course of preparation. It adds that the Little Entente is determined to obtain from Hungary a final solution of the dynastic question with reference to the immediate surrender of West Hungary to Austria, and the suppression of all irregular troops.

French Alertness.

Paris, April 3.

France's unmistakable attitude towards Karl's attempt has most favourably impressed Hungary's neighbouring States, especially Czechoslovakia and Jugoslavia. Some uneasiness is noticeable in Czechoslovakian and Roumanian circles in view of Karl's protracted sojourn in Hungary and his efforts to secure the support of military elements.—Vale.

Returning to Exile.

Paris, April 4.

A Budapest message announces that Karl returns to Switzerland forthwith.

Reasons for Karl's Decision.

Vienna, April 5.

The ex-Emperor Karl's decision to return to Switzerland immediately was evidently hastened by the Swiss Government's intimation that his return was conditional upon its not being unduly delayed, and also by Austria's threat to cancel his safe-conduct unless the time of departure was promptly fixed. Karl is at present suffering from bronchitis, but, profiting by a fall of temperature, announced his departure for Tuesday morning.

The ex-Empress Zita declared that she was the only person knowing anything of her husband's plan, and that she made all the preparations for his journey.

IRISH CASUALTIES.

A Year's Figures.

London, April 5.

In the House of Commons, at question time, Sir Denis Henry stated that during the quarter ended June 30, 1920, Sinn Fein outrages in Ireland totalled 2,152, in which 29 Police were killed and 37 wounded.

During the quarter ended September 30, the outrages numbered 4,770, the police casualties being 53 killed and 96 wounded, and the military casualties 12 killed and 54 wounded.

During the quarter ended December 31, there were 1,726 outrages in which the police casualties were 73 killed and 92 wounded and the military casualties 34 killed and 61 wounded.

In the last quarter, ended March 31, the outrages numbered 2,246, the police casualties being 88 killed and 156 wounded and the military casualties 44 killed and 84 wounded.

UNITED STATES AND GERMANY.

President Harding Said to favour Separate Peace.

Washington, April 4.

It is understood that President Harding has approved the re-introduction of the so-called Knox resolution providing for a separate peace with Germany when Congress re-assembles next week, but has not yet decided when the vote thereon shall be pressed.

INDIA'S POPULATION.

Result of Census.

Delhi, April 4.

It is officially stated that the population of British India and the Native States, according to the Census taken on the 18th ult. slightly exceeds 319 millions, compared with 315 millions in 1911.

TRAIN COLLISION IN TEXAS.

Heavy Casualty List.

Eagle Pass (Tex.), April 4.

Freight and passenger trains collided at Villa Gartra, between Parradon and Monterey, 33 people being killed.

IMMIGRANTS TO RETURN TO U.S.

New York, April 4.

Several hundred immigrants, mostly women and children, who were recently sent back to Europe from New York for having fraudulent passports, will be returned here and permitted to land, as instructions have been given to all American Consulates in Europe. Meanwhile the State Department is investigating the source of the bogus papers.

TURKS NOW SAID TO BE PURSUING GREEKS.

Constantinople, April 4.

Confirmation has been received that the Greek retreat is general. The Greeks are retiring behind Brusia to lines held before the present offensive. So far they have sustained 5,000 casualties. The Turks are reported to be energetically following up the Greeks.

MESOPOTAMIA'S RULER.

London, April 4.

The Times correspondent at Cairo says there is good reason to believe that Emir Feisul has been offered Mesopotamia, although the British Government's view favours the choice of a ruler being left to the future Mesopotamian National Assembly.

NORWAY WANTS TRADE WITH RUSSIA.

Christiania, April 4.

The Norwegian Government has appointed four delegates to proceed to Stockholm to negotiate a trade agreement with the Soviet Commissary Korschentshoff.

DOCKERS' STRIKE AT BOMBAY.

Bombay, April 4.

Five thousand men are striking at the British-India and P. & O. dry docks.

(Other Telegrams on Page 5.)

INTERPORT CRICKET.

Hongkong Team to Visit Shanghai.

H.E. THE GOVERNOR.

Shortly Leaving for Holiday.

We learn that H. E. the Governor is shortly to leave Hongkong for a brief holiday.

It is His Excellency's intention to leave for the North on the 8th instant, and he hopes to return again about May 13th.

During the absence of the Governor, the Hon. Mr. Claud Seavren will administer the Government.

A LOVE STORY.

And its Sequel in Court.

An engagement to marry should be regarded as a serious matter, but there were several circumstances in the case of a certain Chinese family which placed it on the level of a comedy and brought an unforeseen development at the Police Court this morning, when two Chinese women were fined for disobeying the order of the Secretary for Chinese Affairs, to whom the case was yesterday brought for arbitration.

The team will probably leave here on the 17th May by the Empress of Japan. Mr. Sayer has been selected to captain the side.

THE BANDMAN OPERA CO.

Crowded House Sees "The Maid of the Mountains."

The popularity of the Bandman Opera Company and the opportunity of seeing one of the most successful pieces of recent years resulted in accommodation at the Theatre Royal being at a premium last night. When the curtain rose seating could not be had for love or money—indeed, the tickets had been sold out long in advance of the performance.

What can one say new of a piece that has a thousand times already proved itself delightful, charming, enchanting? It can be said at once that the piece was admirably rendered by the talented company.

Baldassare, the brigand chief of varying affections, deserts his excellent wife and falls in love with the pretty daughter of General Malona, the fastidious or, rather, fussy Governor, and is loved-devotedly by Teresa, the Maid of the Mountains, a kind of Carmen, only more constant than Bizet's. Teresa has been saved by Baldassare, who impersonated his captive, the new Governor, but his affections then waver.

Subsequently the Maid of the Mountains, in a moment of jealousy, denounces the brigand, and immediately is so penitent that she is ready to sacrifice her life for his—which convinces Baldassare that Teresa is his real love. In the meantime the Governor's daughter, learning the truth about the brigand, has turned Baldassare down. The piece follows its delightful course through the three acts of "In the Mountains," the Governor's Palace, and finally the Island scene, with a light play of plot, melodious singing, and picturesque costumes to the heart's content.

Mr. Leyland Hodgson (despite an accident to his arm) well depicted the moods of the brigand, and Miss Dora Dolore as the Maid of Mountains gave a fine representation of passionate attachment. Mr. Dan Mansfield as General Malona, Miss Dolly Prince as Vittoria, and Miss Doree Hanbury as Angela all filled their parts with admirable efficiency, as did the whole cast, well meriting the chorus of applause that punctuated the conclusion.

To-night "The Kiss Call," from the London Gaiety Theatre, will be staged.

News in To-day's New Advertisements.

The s.s. Panama will be sailing for German and Scandinavian Ports about the end of this month.

—Page 4.

The ordinary general meeting of the Hongkong Tinway Company will be held at Jardins, Matheson's on Wednesday, April 13.—Page 4.

Signor and Signora Molinar will again appear at the dinner dances at the Repulse Bay Hotel on Wednesday and Saturday.

—Page 4.

Messrs. Lamont Bros. are selling a quantity of miscellaneous goods to-morrow morning.

—Page 4.

The annual sports in connection with the Hongkong Schools will be held on Friday, April 22.—Page 4.

To-Day's Exchange.

The closing rate of the dollar, on demand, to-day was 2s. 4d.

The Weather.

2 p.m. Barometer—29.99. Temperature—74. Humidity—51.

Lightning 7 p.m. 1000 ft.

Lightning 8 p.m. 1000 ft.

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**U.S. SAILORS IN
TROUBLE.**

Thirty-five Convicted.

Before Mr. R. E. Lindsell at the Magistracy yesterday afternoon thirty-five members of the crew of the U.S.S. Wilmington were charged with disorderly behaviour in Pedder Street on the night of March 18th, with damaging nine tumblers and two glasses valued at \$3.50, the property of the Hongkong Hotel, and with assaulting Acting-Inspector Field Mr. N. White (Steward of the Hongkong Hotel), Stoker Wm. Hart and five other British blue-jackets.

Accompanying his Worship on the bench was Mr. T. Miller, American Vice-Consul.

Mr. T. M. Hazlerigg (Assistant Crown Solicitor), prosecuted, and there were present Mr. E. D. C. Welch (Captain Superintendent of Police), Lt. R. D. G. Chichester (of H.M.S. Titania, to which the six Naval complainants in the third count belonged), and Lt. Mecum, of the U.S.S. Wilmington.

The defendants were: Ernest Setiff, Arthur Merrill, H. Pollock, Peter Margason, Henry Klingsburg, Harold Clarke, William Belmon, Frank P. Mazza, John P. Brett, Wilbe J. Shaw, Lewis C. Baldwin, John Heide, Teddy Schippan, Milton Scissons, Francis Bean, Henry Kosker, Henry Markins, William J. Grooms, Clarence A. Huxford, Lewis Carlisle, John Watkins, George Cushion, John Rogers, Oscar Neilson, F. White, Raymond Dennis, F. Blanchard, Ray Palmer, Fred Baber, Harry Lysinger, Joseph Gambra, Frank Lepor, Harry Boyd, Robert Warren and John Davis.

Mr. Lindsell to Mr. Hazlerigg: These men are not represented?

Mr. Hazlerigg: No, your Worship.

Mr. Lindsell to Lt. Mecum: Do you know the charges against your men? Are you prepared to admit them or not?

Lt. Mecum: I don't know. Defendants were arrested together, but some of them were more or less guilty than the others.

Do they all know the charges. There are three separate ones?—I never received a copy of them.

His Worship explained the charges to defendants.

Mr. Hazlerigg pointed out to his Worship that the names of Acting-Inspector Field and Mr. White should have been omitted from the third count. They had been put in by mistake.

The charge was accordingly amended.

Knuckle Dusters and Lead Pipes.

Opening the case, the Assistant Crown Solicitor said it arose over the disturbance already reported in the press, which took place at the Hongkong Hotel and in the neighbourhood on the night of March 18th. He proposed to call the evidence of Mr. White, the Steward of the Hongkong Hotel, and seven British Naval ratings from H.M.S. Titania who would testify to the fact that on the night in question the defendant, Koster, entered the public bar at 8.30, approached seven or eight British naval ratings who were sitting there at the time, and spoke to them. No notice was taken of Koster and no argument was entered into. He went away and returned a few minutes later with a large number of American sailors, who lined up on both sides of the bar. Koster again spoke to the British sailors, and receiving no reply, about thirty-five of them set upon the British blue-jackets without going to hospital!—I couldn't say as to that.

Who Won the War?

Leading Stoker John Anthony Guest declared: There were between eight and ten of us sitting at two tables. I was with five others. All of us belonged to the Titania except two. The sixteenth defendant walked in and asked "Who won the war?" None of us answered him. He was wearing a blue uniform and a white band round his arm. He then called in the guys. (Laughter).

Mr. Lindsell: Who went to the door?

Witness: I think he didn't go so far as the door. And then there came in quite a force.

Mr. Lindsell: How many were in the bar?

Witness: I can't say. Will guess work do? (Laughter).

Mr. Lindsell: Yes.

Guest: About 30.

The Better Part of Valour.

Mr. Hazlerigg: What happened to these "guys," as you call them?

Guest: They started to attack us and one of our chaps went through the window.

Mr. Hazlerigg: Wise.

Witness: I didn't know the window was there, otherwise I would have bolted too. (Laughter).

Continuing, Stoker Guest said he was hit on the forehead with a bottle. He ran to the door, where a ginger-haired chap aimed at his head with the bludgeon produced. He kicked his assailant, and the blow landed on his shoulder.

Mr. Lindsell: Is the ginger-haired man here?

Stoker Guest surveyed the defendants and pointing at one of them said: Not this one sir. This

stopped traffic on the way and intercepted several British sailors and soldiers, and questioned them with the intention of having another scrap. At the Naval Yard one of them also took a prominent part in the fight at the Hongkong Hotel bar, he arrested. The remainder were rounded up by a Naval picket under the command of Lt. Chichester. The evidence would satisfy his Worship that the disturbance was not an ordinary one, but the assault was of such an aggravated nature that it might have resulted in the deaths of some of the British sailors. "As the affair was premeditated," concluded Mr. Hazlerigg, "I wish to ask your Worship, if there is any way of finding out the ringleader, to make such an example of him as will preclude the possibility of a recurrence of such disturbances in the town."

No Laughing Matter.

Lt. Mecum asked his Worship if he could examine the witness for the prosecution.

Mr. Lindsell said that he would question the witness first and would give him every opportunity to examine them on behalf of his men. That was the only satisfactory way.

Mr. White, Steward of the Hongkong Hotel, said that a number of British sailors entered the bar and ordered beer. They were quite sober and behaved quite orderly. While witness was in the bar a man in American Naval uniform and wearing a white band round his arm, came in. Witness noticed a scar on his cheek.

His Worship asked Mr. White to examine the defendants individually to pick out the man he referred to, but without success.

Continuing, Mr. White said the American went out and brought a party of his men into the bar. After a short conversation amongst themselves they went for the British sailors, some of whom were struck with naked fists and others with weapons similar to those produced. There were about eight British sailors. The Americans bolted as soon as police whistles were sounded. The Americans left by the side door of the hotel in Des Vaux Road. One of the British Jack Tars was lying in the bar after the fight.

Lt. Mecum: How many men did the man with the white band bring in?

Mr. White: Between thirty and forty.

The answer evoked a burst of laughter from the defendants.

Mr. Lindsell: There is no need to laugh.

Lt. Mecum: You said between 30 and 40 men entered the bar and all started to fight?

Mr. White: Yes. They lined up both sides of the bar.

Are you positive all defendants entered the bar and some of them did not remain outside the door?

Yes.

Are you positive defendants used these weapons? Weren't they found in the bar after the fight?

I saw them in their hands.

Do you think that if defendants had used these weapons the British blue-jackets could have recovered without going to hospital?—I couldn't say as to that.

Who Won the War?

Leading Stoker John Anthony Guest declared: There were between eight and ten of us sitting at two tables. I was with five others. All of us belonged to the Titania except two. The sixteenth defendant walked in and asked "Who won the war?" None of us answered him. He was wearing a blue uniform and a white band round his arm. He then called in the guys. (Laughter).

Mr. Lindsell to his Worship: I can't think this witness is reliable. We had not that number of men ashore on that particular night.

Stoker Guest pointed out the fact that there were two American ships in harbour. This was denied by Lt. Mecum, who said he had investigated the case as fully as he could before leaving for Amoy, and had he realised the gravity of the charges he could have produced witnesses to prove that the fight was one man against one. He was informed to this effect by people of the Hongkong Hotel.

Mr. Hazlerigg: It doesn't make any difference, if they used bludgeons.

Somebody's Funeral.

Lt. Mecum to Stoker Guest:

There were two rowdies?

Yes. They lined up like funeral procession. (Laughter).

Leading Stoker Thomas O'Brien

said the man wearing the white band round his arm was the 20th defendant. About thirty Americans went into the bar. One of them, who had ginger-hair, hit him in the eye. Some one threw a chair at him, knocking him down.

He heard a voice say "Get up," and he obeyed. No sooner had he

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is not exactly ginger hair. I got on his feet than a blow sent him kicked the chap who hit me and him down on the floor again. He the bludgeon dropped on the floor, was also kicked in the chest.

Mr. Hazlerigg: Looking at the scene Americans were overturning

drunkenness, in which the men concerned were not brought before

the Court. The ship has a clear record. There are some extenuating circumstances in this case which I desire to bring to your Worship's notice.

Mr. Lindsell to Stoker Hart: You are we outnumbered?

Stoker O'Brien: Yes. There were so few of us that we had no chance of making a fight.

Was it not a matter of eight men versus eight?—No.

How many actually set upon you?—About thirty attacked us.

Lt. Mecum contended that if his

men were deliberately overturning tables there would have been more damage. It would be appropriate to say the tables were knocked down in the scrap.

Mr. Lindsell agreed.

First-class Stoker Wm. Hart gave corroborative evidence. He said that one of his chums said

"Let us have no trouble here," when there were indications of a disturbance. The appeal was

ignored by the ringleader of the Americans, who signalled to his men to go in. Witness tried to escape to the door, but was knocked down and hit in the back. The 21st defendant was amongst the rowdies.

Lt. Mecum: Did you hear of trouble between American and British sailors previously?

Mr. Hazlerigg said the fact that Lt. Mecum did not examine the previous witness on this point and reserved the question for Stoker Hart seemed to indicate that Hart was implicated in the alleged previous trouble and not the others.

Mr. Lindsell: Do you think Hart was in it?

Lt. Mecum: No. I am trying to bring out a reason for the assault committed by my men. During

the sojourn of the Wilmington in Hongkong there has only been one

trouble between American and British sailors.

Lance Sergeant Elson said he saw a big party of American sailors rounding the corner of Des Vaux Road and Pedder Street.

They were between 40 and 50. They stopped at the main entrance to the Hongkong Hotel, shouting and shouting to people in the hotel lounge. Only two or three of them

were very little trouble-making. Several rickshaws were stopped by the Americans. Witness spoke to one of them warning him

(Continued on page 2)

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EARLIER TELEGRAM**THE HUNGARIAN RESTORATION**

Budapest, April 2.
The National Assembly has unanimously passed a motion ensuring the ex-Emperor's attempt to regain power and congratulating the Government on its energetic attitude.—Vale.

London, April 4.
Reuter learns that the Little Entente, comprising Italy, Yugoslavia (which was mentioned on 31st March), Rumania and Czechoslovakia, have sent an ultimatum to the Hungarian Regent, Admiral Horthy, that unless the ex-Emperor Karl leaves Hungarian territory by 7th April, they will begin military operations against Hungary.

It is pointed out that the Little Entente does not regard Karl's adventure as a comic opera affair, as it seems to be considered in some quarters, but a most serious development involving grave issues for all succession states.

Despite the Hungarian Government's assurance that arrangements for the deportation of Karl are complete, the ex-Emperor is still at Steinamanger, where he is parading in military uniform and high spirits. The Swiss Government enquiry implicates Prince Sixtus, a Bourbon, in Karl's departure from Switzerland, Sixtus obtaining him a Spanish passport under an assumed name.

THE REPARATIONS QUESTION

Paris, April 4.
The newspapers are jubilant at the American intimation to Germany with regard to reparations, cabled yesterday. It is stated that in the presence of Senator Knox, President Harding assured the Washington correspondent of the "Matin" that France would have nothing to regret in connection with the advent of the Republicans to power.

THE COAL CRISIS.

London, April 4.
A large force of police has been drafted to protect the furnaces of two Fifeshire collieries where two thousand miners compelled the enginemen to cease work, giving them half an hour to do so. Naval ratings will be drafted to the Fife mines.

COSSACK COUP.

London, April 4.
The "Times" Teheran correspondent says that the Cossack coup in February is assuming the aspect of a new revolution with the object of transferring power from the grandees to the intellectual aristocracy. The financial situation is acute, wherefore the Government is anxiously awaiting the return of the British adviser. The Opium Department and the notorious Ministry of Justice have been suppressed. Special tribunals are busy clearing off immense arrears of cases to clear the ground for a new judicial system.

SINN FEIN VENGEANCE.

London, April 4.
An unknown man was found shot dead at Ashford (Middlesex) golf links, with a note pinned to his body, "Let spies and traitors beware!" signed "Irish Republican Army." It is the first case of Sinn Fein vengeance in England.

STEVENSON COMING HERE.

London, April 4.
The ex-champion billiardist, Stevenson, sails by the Walmer Castle on the 8th inst. on a two years' tour of the world, beginning with Capetown and the whole of South Africa, including Rhodesia, then India, Burma, Malay States, Hongkong, Australia, New Zealand and Canada.

ATTACK ON FRENCH TROOPS DENIED.

Paris, April 4.
The Ankara Government's delegation to Paris denies the rumours and report from Constantinople cabled on the 2nd. It declares the Ankara troops have been forbidden to attack the French.

INTERNATIONAL CHESS TOURNAMENT.

Havana, April 4.
An International Chess Tournament has been planned for December. Lasker and Capablanca intend to participate. An invitation has been despatched to European masters.

U.S. SAILORS IN TROUBLE.

(Continued from Page 2.) have properly; whereupon a small chorus was started "Here's a policeman. Shall we see him off?" The Americans eventually left Pedder Street, walking along Queen's Road towards Wan Chai. Some of the Americans entered the bar of the Astor House Hotel, and witness heard a scuffle. They came out again and continued on their way, stopping four or five British sailors and soldiers, two of them in rickshas, and putting several questions to them. The Britishers were not molested, however. Witness and several colleagues persuaded them to move along. Several rickshas and a tram were stopped at the bottom of Garden Road by the Americans, one of whom was arrested by Sergeant Therry. In consequence of witness's complaint, the officer in charge of the Naval picket arrested all the Americans.

Mr. Hazlerigg: Can you say who were the ringleaders?

Sergeant Elson: No. Two or three of the party were singing a little louder than the others.

Mr. Lindsell: You said you saw between 40 and 50 Americans, and as there are only 35 here can you account for the deficit?

Sergeant Elson: Some of them broke loose from the party on the way.

Sergeant Therry supported Sergeant Elson's statement. Examined by Lt. Mecum, he said there were no civilians passing along Queen's Road when he followed the Americans. The latter were not intoxicated.

A Clean-up Expedition.

Lt. Chichester gave evidence of the arrest. His picket consisted of 28 men, including two Petty Officers. The defendants went passively to the Police Station.

At the conclusion of the evidence, Mr. Lindsell asked Lt. Mecum if he desired to call any of the defendants to give evidence.

Koster, coxswain on the Windmill, was called. He said he went

ashore. He was sure thirty or more men would not have gone ashore to fight if not under some aggravated circumstances.

Koster mentioned an occasion in which he was treated roughly by British sailors for no reason whatever.

Mr. Lindsell: There has been no trouble recently as far as you are concerned?

Koster: No.

Another defendant, Warren, said he and a friend were once besieged in a house in Spring Garden Lane by between 60 and 70 British sailors. He closed with one of the Britishers and succeeded in running out of the street.

Mr. Lindsell to Lt. Mecum: I understand from you before the case started that you could have produced witnesses from the Hongkong Hotel?

Lt. Mecum: I was in West Point that night, attending a dinner given by the Pacific Mail. When I returned to town at 11.30 I made enquiries concerning the disturbance and was informed by several people at the Hongkong Hotel and ascertained that there had been no such thing as the British bluejackets being outnumbered.

The Wilmington left the next day for Amoy and it did not occur to me that night to ask the names of my informants because I had not been acquainted with the full particulars of the case then. It will be hard to locate these "bare acquaintances" of mine now.

Lt. Mecum put another of the defendants in the witness-box, to substantiate the statements of the other defendants about previous scraps between American and British sailors.

A Civilized Place Like This.

Mr. Hazlerigg drew his Worship's attention to the fact that no number of previous minor differences between American and British sailors could be pleaded in mitigation of the punishment in the present case. It could not be advanced as justification for such an assault, which might have led to the death of one of the British. If his Worship believed the witnesses, defendants were really fortunate that they were not put on a more serious charge.

Mr. Lindsell: Of course you can only bring home the charge of assault against a limited number.

Mr. Hazlerigg said that the evidence given by the defendants had absolutely borne out the suggestion of the prosecution, that the whole affair was planned and organised as a reprisal for grievances against some British sailors, and everyone in the party that set out that night to carry out reprisals was equally guilty, notwithstanding whether he was involved in the assault in the hotel bar or in the disturbance in the street.

Lt. Mecum said that undoubtedly feelings between the British and American sailors had been strained for some time, but he heard of a preliminary disturbance on the 18th. He was informed that some of his men had been set upon by British sailors, and he promised to make investigations. In the course of his enquiries in connection with the present case he discovered that such disturbances had been going on for some time, although no complaints had been made to the police. It was to be regretted that the matter had not been brought before the notice of the proper authorities earlier, because if the Captain of the Wilmington had known he would certainly have communicated with the Commodore, who would surely co-operate with his ship, as he had always done. Lt. Mecum asked his Worship to take into consideration the ignorance of the defendants, none of whose ages exceeded 25. All of them were youngsters and they did not, apparently, realise the offence. They had certain grievances against the British sailors, and probably thought the best way to square them up was to fight. He (Lt. Mecum) admitted that the men had no right to do such a thing, not in a civilised town like Hongkong.

Mr. Lindsell: I find the first charge proved against all defendants and I fine each of them \$10. I find the second charge of damaging the tumblers and glasses a small matter. They might have been broken in the course of the fight. He (Lt. Mecum) admitted that the men had no right to do such a thing, not in a civilised town like Hongkong.

Mr. Lindsell: I find the third charge of assault, I record a conviction against all the defendants, but I shall impose no penalty on any of them except the 16th defendant, Koster, who appears to have engineered the fight. He is to go to prison for fourteen days with hard labour.

Mr. Lindsell to Mr. Hazlerigg: Do you want me to bind the others over?

Mr. Hazlerigg: Yes, if it would do anything to stop such disturbance in future. The object of the prosecution is not revenge, but to prevent a recurrence

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HONGKONG.

of the trouble.

Mr. Lindsell bound each of the 24 defendants over in personal bonds of \$100 to be of good behaviour for twelve months.

Lt. Mecum: The Wilmington is leaving for the Yangtze in June instead of undergoing imprisonment.

Mr. Lindsell: Well I make it

six months then.

Later, on the application of

Lieut. Mecum, the Magistrate

ordered that Koster be held

instead of undergoing imprisonment.

HOTEL LISTS.

Hongkong Hotel.
Corrected to 1st April, 1921.

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J. W. Andrews	S. W. Leishner
Mrs. Arnold	Miss N. Lewis
M. E. Bandman	Miss H. Little
Mr. and Mrs. H. M. Banner	B. Lindberg
J. E. de Beauchamp	Capt. and Mrs. E. C. Long
Mr. and Mrs. T. G. Ludkin	Dr. J. G. Lyon
Miss Beckett	Brown
Mr. and Mrs. C. N. MacIntyre	P. Marks
H. Benson	Mrs. Mariner
Mrs. E. R. Bellios	Miss M. H. Mariner
J. K. B. Birch	W. W. Mariner
Mr. and Mrs. S. Bianchi	K. W. Mariner
Capt. and Mrs. Blackburn	Mr. and Mrs. J. Blackburn
Miss E. B. Brett	Martin
J. H. Brister	E. W. Masters
Mr. and Mrs. E. Cock	Mr. and Mrs. W. A. Miles
N. Croncher	Mr. and Mrs. N. S. Davies
D. R. Davies	Mr. and Mrs. A. H. Dilekyan
B. A. Doran	Mrs. F. Mooney
Capt. and Mrs. R. Drifman	H. M. Morgan
L. H. Elkan	Mr. and Mrs. G. Elkan
Mrs. E. M. V. d. Eng.	C. Fox
Capt. S. P. Ferguson	Mr. and Mrs. W. Frances
A. A. Fish	P. Neeson
P. N. Forum	D. P. O'Brien
J. A. Marshall	Miss D. E. Pepperell
Capt. E. B. Fox	S. S. Perry
Eng. Capt. S. P. Frances	Capt. J. W. Pothgrew
Mr. and Mrs. W. Frijlink	F. E. Powell
J. S. Gardner	L. H. Regensberg
H. G. Gerin	Miss M. Rosister
E. R. Goulden	G. J. Rudolph
Mr. and Mrs. G. A. Van Halteren	H. W. Sassoan
Capt. T. P. Hall	Capt. Sigvald
G. Harper	Mrs. W. Sprod
J. Scott-Harston	Miss D. Sprod
F. V. Hare	R. K. Skelton
Mr. and Mrs. C. W. Hawkins	W. V. D. Steen
M. Heiman	W. F. Stevens
Mrs. E. Hill	St. Eric and Lady
D. J. Hooper	Stuart Taylor
Mrs. M. Hussey	P. Templeton
Mr. and Mrs. A. de Jacobs	Mr. and Mrs. H. J. Vollenweider
Hsii Juijin	E. M. Joseph
E. M. Joseph	J. Weir
Mr. and Mrs. N. P. Keary	B. Karunja
P. J. Keary	Miss E. M. Wilkins
Dr. M. C. Laslier	Hans
	W. C. Young

Kingscere Hotel.
Corrected to 10th March, 1921.

C. G. Alabaster	F. C. Mason
Mr. and Mrs. F. Ley	H. G. Johnson
L. Ashurst	D. C. Logan
Mr. and Mrs. D. C. Logan	J. H. Backhouse
S. T. Bitting	W. Legge
Capt. P. Chandler	Brig. Gen. and Mrs. E. B. MacNaughton
A. H. K. Cobb	Mr. and Mrs. R. Daugerty
Dr. P. Rees	Mrs. Newcomen
Lt. Col. and Mrs. F. J. H. Dawson	D. H. Newson
Mr. and Mrs. H. V. Dawson	Mr. and Mrs. John Robertson
Mr. and Mrs. A. E. C. Dingman	Mrs. J. W. Rosser
Dr. P. Rees	Mrs. G. A. Sachse
Daugherty	A. A. Stackhouse
Mr. and Mrs. D. E. Donnelly	J. W. Stackhouse
Mr. and Mrs. G. E. Donnelly	Symp. Thompson
Mr. and Mrs. G. E. Duclou	Peter Tod
H. M. Eldridge	J. R. Way
G. A. Harriman	Mr. and Mrs. W. S. Hills

Station Hotel.
Corrected to 2nd April, 1921.

Miss E. Best	W. Kervel
Mr. and Mrs. Mrs. C. Kline	C. W. M. B. L. P. Krause and child
Mr. and Mrs. H. Mr. and Mrs. Wm. Bone and child	J. Macdonald
Mr. and Mrs. S. C. Campbell	Mrs. B. McCallum
Mr. and Mrs. J. P. Nelson	Mrs. T. B. Mudie
B. Capell	Mr. J. Porter
Miss Capell	Mrs. H. Ritchie
Master Capell	and children
C. H. Cole	Mrs. H. E. T. Dawson
A. v. d. Dekker	Robinson and child
B. Dijkstra	N. F. Savier
C. J. Fedort	Mrs. J. Sinclair
Master French	Mrs. J. S. Smith
Mr. and Mrs. M. French	Mr. and Mrs. A. French
A. Harper	Wm. Thom
Mr. and Mrs. M. M. French	Mr. and Mrs. A. French
A. Harrington	son
P. Hooekamp	N. F. Xavier

Peak Hotel.

Corrected to 22nd March, 1921.
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H. W. Allen

Mr. and Mrs. W. R. MacGregor
Mr. and Mrs. T. Armstrong
Mr. and Mrs. A. N. MacReynolds
E. Ashton

Surgeon Comdr. C. P. Marcel
Mr. and Mrs. J. R. Marsh
R. E. O. Bird

Mr. and Mrs. D. Mrs. Mathiasen
K. Blair

Mr. F. Bouliol

M. J. Broen

J. G. Bridger

H. B. Bridger

W. G. Calder

G. F. Caville

Mr. and Mrs. J. Mr. and Mrs. W. Church

W. C. Long

Mr. and Mrs. T. G. Ludkin

W. Beckett

Mr. and Mrs. C. N. MacIntyre

H. Benson

Mrs. E. R. Bellios

J. K. B. Birch

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Blackburn

Mr. and Mrs. J. Martin

Miss E. B. Brett

J. H. Brister

Mr. and Mrs. W. Cock

N. Croncher

S. Davies

D. R. Davies

H. Dilekyan

B. Doran

Capt. and Mrs. R. Drifman

A. Elkan

Mrs. E. M. V. d. Eng.

J. Fox

Capt. E. B. Fox

G. Gibson

J. R. MacIntyre

H. H. M. Mariner

J. K. B. Birch

Biancy

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Blackburn

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Miss E. B. Brett

J. H. Brister

Mr. and Mrs. W. Cock

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S. Davies

D. R. Davies

H. Dilekyan

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London, Amsterdam & Antwerp
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Having arrived from the above mentioned ports, consignees of cargo by her are hereby notified to send in their Bills of Lading duly endorsed for countersignature and take immediate delivery from alongside and/or Company's Lighters.

Cargo impeding discharge will be landed immediately and cargo remaining on board on and after Wednesday, April 6th 1921, at 5 p.m. will be landed and stored in the Company's Godown at consignee's risk and expense. Cargo undelivered on and after Monday, April 11th, 1921, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined on Monday, April 11th, 1921.

No claims will be recognised after the goods have left the ship's side, the Company's lighter and/or godown.

All claims must be presented within three weeks of the ship's arrival, otherwise they will not be recognised.

No Fire Insurance whatsoever will be effected.

C. T. SURRIDGE,
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Prince's Building, Ground
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Hongkong, 4th April, 1920.

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The Steamship
"BOEROE"

having arrived from the above ports, consignees of cargo by her are notified that all goods are being landed at their risk into the hazardous and/or extra-hazardous godowns of the Hongkong & Kowloon Wharf & Godown Co. Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 8th, April, 1921 at 4 p.m. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the 7th April, 1921 at 10 a.m. by Messrs. Goddard & Douglas.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognised.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by

JAVA-CHINA-JAPAN LIJN,
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NOTICE TO CONSIGNEES.

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From TACOMA, VANCOUVER,
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via SHANGHAI & MANILA.

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"ARABIA MARU"
having arrived from the above
ports, Consignees of cargo
are hereby notified that their
goods are being landed and placed
at their risk in the Hongkong and
Kowloon Wharf and Godown
Company's Godowns at Kowloon,
where delivery can be obtained
as soon as the goods are landed.
Goods not cleared by the 7th
inst. will be subject to rent.

Damaged packages must be
left in the Godowns for examination
by the Consignees' representative
and the Company's Surveyors, Messrs. Goddard
and Douglas, at 10 a.m. on Wednesday
and Saturday. All claims must
be presented within ten days of
the steamer's arrival here, after
which date they cannot be re-
cognized. No claim will be ad-
mitted after the goods have left
the Godowns.

No fire insurance whatever
will be effected.

Consignees are requested to
send in their Bills of Lading for
countersignatures immediately.

OSAKA SHOSEN KAISHA,
Y. YASUDA.
Manager.

Hongkong, 1st April, 1921.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

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CHINA MUTUAL STEAM
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Consignees per Co's Steamer

"ANTILOCHUS"

are hereby notified that the cargo
will be discharged into Holt's
Wharf, Kowloon, where it will
lie at Consignee's risk. The
cargo will be ready for delivery
from the wharves delivery may
be obtained.

Optional cargo will be landed,
unless notice has been given prior
to steamer's arrival.

All broken, chafed, and damaged
goods are to be left in the
Godowns, where they will be
examined on any Tuesdays and
Fridays between the hours of
10.45 a.m. and noon within the
free storage period.

No claims will be admitted after
the Goods have left the steamer's
Godown, and all Goods remaining
undelivered after the 8th April,
will be subject to rent.

All Claims against the Steamer
must be presented to the under-
signed on or before the 22nd April,
otherwise will not be recognised.

No Fire Insurance will be
effected.

BUTTERFIELD & SWIRE
Agents.

Hongkong, 2nd April, 1920.

THE DANGER FROM LABOUR.

Lord Colwyn's Views.

For its sixtieth anniversary
dinner, held at the Midland Hotel,
the Manchester Association of
Engineers had a large muster of
members and friends. The
President (Mr. Henry Pilling) was
in the chair, and the guest of the
evening was Lord Colwyn.

Lord Colwyn, in proposing
"The Engineering Industry," said
that some of what had been
called our "pivotal" business
were now, and would be, threat-
ened. He had always been a
Free-trader, and to his mind the
ethical position of Free Trade
was unassailable, but he felt that
any industry which was essential
to the national welfare should be
protected by every possible and
conceivable means, so that it
should not be, as it was before the
war, that all essential things were
in the hands of our bitterest foes.
He thought that at the present
time Germany was the only
country in the world to be feared,
because of its intellectualism,
strength, energy, scientific achieve-
ment. He was glad to know
that little Switzerland was pro-
ducing some of the finest of dyes,
and if he were asked which he
would rather trade with—Switz-
erland or Germany,—he would say
Switzerland.

The more important opposition
to be faced, however, was that of
Labour, and it was a very serious
one. The book of Karl Marx, which in England was
called the Bible of the proletari-
at, was being studied, he learned,
in various great towns by thousands of students, and its
direct teaching was that capital-
ism was wrong, that the capitalist
was a parasite. That teaching was
impregnating the minds of some of the finest
young men whom Labour
was producing. They should do
something towards combating
that teaching by propaganda.
He advised young engineers, in
view of the trade competition now
upon us, to devote themselves especially
to the study of the Russian
and Spanish languages, the latter because of the South
American trade.

WHY PRICES MUST FALL.

Sir Alfred Herbert, who re-
sponded to the toast, said the cost
of production, the cost of labour,
must come down, as it was only a
lessening of the selling price of
goods which would stimulate
industry. He believed that the
capitalist was a parasite. That
teaching was impregnating the
minds of some of the finest
young men whom Labour
was producing. They should do
something towards combating
that teaching by propaganda.
He advised young engineers, in
view of the trade competition now
upon us, to devote themselves especially
to the study of the Russian
and Spanish languages, the latter because of the South
American trade.

He was told there was a bill
which was to give protection to
key industries and collapsed indus-
tries. Although he, too, was a
Free-trader, yet when conditions
changed in so extraordinary a
manner he thought we must
change a little, unless we knew
a better way to compete with the
German who was getting 4d.

We were told there was a bill
which was to give protection to
key industries and collapsed indus-
tries. Although he, too, was a
Free-trader, yet when conditions
changed in so extraordinary a
manner he thought we must
change a little, unless we knew
a better way to compete with the
German who was getting 4d.
He looked to the future for a reasonable
arrangement between work-
men and employers, because it
must be recognised that the
ultimate employer was the buyer.
(Applause).

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DEPTH ON CENTRE OF

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ed, and he felt sure the discipline
of cricketers, was too keen to
oppose it.

Dealing with the M.C.C.
tourists in Australia, he
was adverse to indulging in
any criticism, but from
reports it appeared they were not
suffering from any weakness in
batting or bowling, but from
missed chances. The fielding in
all matches was as great a point
as those other essentials, and he
always felt that it should be in-
stilled in young players that a
good catch or smart return is
quite as valuable as a 50 score or
three wickets.

He felt sorry more amateurs
were not available to go to
Australia, as he always enter-
tained the idea that a side for
Test games should be as nearly
as possible evenly balanced with
amateurs and professionals. This
opinion was also shared by those
renowned professionals the late
W. Gunn and Arthur Shrew-
bury, who were amongst his most
valued friends.

Col. Jackson was astonished at
the surprising number of players
who were dismissed I.B.W. He
honestly believed this to be a blight
on the game, and felt to be so dis-
missed was due to a rotten stroke.

It only became necessary to cov-
er the bat possibly on a bad wide
in order to effect a stroke, but
it was fatal to any excepting a
superman such as Ranji or Hot-
ton to perfect any such stroke on
a plumb wicket. The innovative
had grown tremendously, and
subsequent penalty did not
meet the crime. He thought
would be far

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The Hongkong Telegraph

HONGKONG, TUESDAY, APRIL 5, 1921.

TURNING THE TABLES.

It is not always that we see eye to eye with Mr. Lloyd George, but we should like to throw into emphasis a recent speech of his when he very effectually turned the tables on the Trade Unions in regard to the question of unemployment. He was speaking in the House of Commons on the Labour Party's unemployment amendment to the Address in reply to the Speech from the Throne, and he took the opportunity to show how the Trade Unions, whilst asking for greater Government consideration for the unemployed, were setting their faces against the utilisation of the labour of ex-Service men. He wanted to know whether the Labourites, in their demand of the right to work, meant everybody's right to do so, or merely the right to work if the Trade Unions permitted it. The Premier declared that the building trades could absorb 50,000 more workers. The money was available, the contracts were there, the material was there: workers were lacking. Why? Plenty of able-bodied men who served their country well had earned the right to work, and the State, the municipalities, and employers wanted them; but Trades Unions which asked for legislation for the right to work supported Unions which declined to allow people to take part in work which was available. It was, said the Premier, a sham and a hypocrisy. These men were being maintained by the State, and yet they were anxious to work.

Mr. Lloyd George was able, also, to show that the State has done a very great deal to avert distress amongst those willing to work. He showed that thirteen years ago there was no unemployment insurance at all. In 1909 they had 2,000,000 insured for 7s. a week. Now they were to have 12,000,000 insured for 18s. a week. The Premier admitted that 18s. was not enough, but it was something. Then he showed that up to March 31, £40,000,000 would have been spent in unemployment pay, whilst the Government had also allocated £23,000,000 for settling men upon the land, a process that was not going on rapidly, but which he hoped would continue. On new arterial roads the State and municipalities' £10,500,000 was to provide employment for the unemployed. Then there was £3,000,000 allocated to Local Authorities to go on with municipal undertakings for the benefit of the unemployed.

Much more, admittedly, could be done, but a perusal of these figures will at any rate show that, in a time of unexampled taxation, the Government has not been altogether idle. More blame is due to agitators who misrepresent the facts than to those who at any rate are doing something. And what we are especially glad to see is that the Government is putting it to the builders that they should insist upon a fair proportion of ex-Service men being employed upon building contracts, and if the building trades refuse the Government is to stand behind them in whatever action is necessary.

NOTES & COMMENTS.

Our Democratic Age.

"An engagement is announced," as the Society papers say, on the part of Mr. William Leeds and the Princess Xenia, daughter of the late Grand Duke George of Russia, who was well known in London. For a long while Royalty was looked upon as separated (matrimonially) by an impassable barrier from all other orders, except for the species of alliance known as left-handed (morganatic) marriage, or an occasional union of a collateral member of a Royal house with the higher ranks of the nobility. Now we have Royalty joining hands with the commonalty, and, what is still rarer, it is the bride who is of Royal rank. Not a little curiously it is among Americans that such marriages are coming into favour. Some few years ago the newspapers of two or more continents were agog over the rumoured engagement between the Duke of the Abruzzi and a fair young maiden belonging to a southern State, Miss Katherine Elkins. After the report had been reiterated more than once, the romance ended because, it was said, the Duke's cousin, the King of Italy, who then had no heir, interposed. Miss Elkins disappeared from the pages of the world's Press until a year or two later, when she found her partner in a naval officer. Another American lady, however, in the person of Mrs. Leeds entered the select circle by her marriage to Prince Christopher of Greece, and it is the son of Princess Christopher—the son, of course, of her first marriage—who has become engaged to the charming young Princess Xenia (who is Greek on her mother's side). The Leeds family evidently "hit it off" with Royalty.

Free Port At Manila.

A recent report from H. M. Consul-General at Manila shows the present position of the proposal to make a free zone at the port of Manila, a question which is now, or shortly will be, before the Legislature. Suggestions vary from a small free port district, where goods could be stored and handled free of duty, unless imported (an extension of the bonded warehouse system), to a large foreign trading zone, similar to that formerly at Hamburg, where sorting, repacking and even manufacturing could take place, the commodities concerned being exported without duty. Doubtless considerable expense would be involved in the planning and establishment of such a zone, so that even if the project is approved some delay seems likely before it can come into operation. It is hoped by the promoters that Manila will thereby become a leading distributing centre for American and foreign trade and an emporium for the Far East. American goods, however, already come in duty free, so the proposed "free port" would not benefit them except in so far as landing, handling, and storage charges might be made lower. Moreover, the fact that the nearest point of China is from two to three days' distance as compared with Hongkong in relation to the large potential markets of China.

Novelty in History.

One by one the treasured stories of our childhood are torn from us. Wellington's "Up, Guards, and at 'em" (we are not quite certain how it stands with the playing fields of Eton) has long since been consigned to the limbo of myths, and a like fate has attended Washington's cherry-tree exploit. This tendency prompts a writer in the *Melbourne Argus* to supply further corrections of history, which we are tempted to reproduce upon the distinct understanding that we accept no responsibility for them. As an example, Alexander did not weep for fresh worlds to conquer. On the contrary, he was a meek little chap who never fought a battle in his life, and died at a ripe old age after founding "Alexander's Ragtime Band." No battle was fought near Hastings in 1066. William of Normandy tossed Harold for the Crown of England, and won. King John never lost the Crown jewels in the Wash; the true version is that he pledged them and inadvertently sent the ticket to the wash with his laundry. Henry VIII. was a confirmed bachelor; the Old Pretender was Grand Master of the Orange Lodge; the Spanish Armada gave the English fleet the ducos of a hiding; and the

DAY BY DAY.

WHEN FREE NATIONS ABDICATE THEIR POLITICAL FUNCTIONS, THEY GRADUALLY LOSE BOTH THE CAPACITY AND THE DESIRE FOR FREEDOM.—*Lecky.*

A grass fire took place at Deep Water Bay yesterday.

The Juvenile Society is holding its annual sports at the Racecourse on the 16th instant. Miss Edith Soares is to distribute the prizes.

For fighting in the bar of the Hongkong Hotel, two British marines were brought up before Mr. G. N. Orme at the Police Court this morning and remanded till to-morrow.

Preparations are already being made at Government House for the King's Birthday. Invitations will shortly be issued to those who have called at Government House during the current year.

The following forthcoming marriages are announced:—Captain J. S. Sloper, R.A.M.C., to Miss Katherine Frian, the Peak; Mr. F. C. Neville, P.W.D., to Miss Hilda May Cooper, en route from England; Mr. Clarence Smith, of the Asia Banking Corporation, Canton, to Miss Janet Penney.

Last week's health return shows 14 cases of cerebro-spinal fever (six fatal), 11 of small-pox (ten fatal), two of plague (both fatal), and one non-fatal case each of enteric and diphtheria. The last-named was Indian, the rest Chinese. There were also four Chinese deaths from influenza.

A week's remand was given by the Magistrate this morning to the case in which two Chinese were charged with being in possession of counterfeit Kwangtung notes of the alleged value of \$186. One of the defendants was arrested in endeavouring to palm off some of the notes on a money changer, and on his information a raid was subsequently made on a house at Des Voeux Road West and the arrest effected of his accomplice. A number of the forged notes were found concealed behind a picture frame.

A "Guild" procession passed through the central part of the town this morning on its way to Happy Valley where the Tsing Ming Festival demands its devotees to pay homage to the remains of a Guild member who died under poor circumstances and was buried recently. Preceded by a piper and drum band, the procession, to the number of a hundred, marched along to the strains of martial airs, and trailing in the rear wore several trays containing the carcasses of roasted pigs and other delicacies for which the spirit of the departed one was thought to have a predilection.

The detective drama is the chosen theme for this week's programme at the Coronet, and "The Empire of Diamonds" had a most favourable reception at its first screening yesterday. The resources of the house of Pathé had placed within the scope of the film a number of interesting scenes lifted *en bloc* from the famous Riviera, including the Monte Carlo Casino, the floral feast, and the beautiful scenery of this coast. The production is well-staged, the photography magnificent and it only needed the work of the artistes to make it a complete success. That the film exceeded all expectations may be surmised from the fact that it is one of the best pictures of its class shown at this well-known little cinema.

TERRITORIAL RECRUITING.

Sir L. Worthington Evans stated in the Commons that the total number of recruits enlisted for the Territorial Force up to February 12 was 83,268, and 3,664 men had been registered, but not yet attested. The establishment was approximately 224,000.

only blue wafer Sir François Drake ever saw was when his mother did the washing. Unlike Armentus Ward, the new historian does not qualify his dicta by any such postscript as "This is written in the ducos of a hiding; and the

AN ISLANDER'S DIARY.

(By "Ajax")

During the week there have been reports current in the Colony that the new Hotel in Kowloon will not materialise. This is entirely untrue, for I learn that the land has just been secured from the Hongkong Government for the erection of the new Hotel. It has an area of about 80,000 square feet, and is in front of Victoria View. The purchase price is, I believe, five dollars a square foot, and it is stated that the Government has agreed to accept payment of the value by easy instalments. The report to which I gave currency a fortnight ago that the site of the new Hotel would be immediately adjacent to the Post Office at Kowloon is not quite correct. There have been negotiations for that plot of land, but apparently it could not be secured. From time to time there have been various speculations as to what use the land in front of Victoria View would be put. It was thought for sometime that it was being held by the Government with a view to its possible use in connection with any railway expansion in future years, but latterly it was reported that the Government intended to lay it out as a recreation ground for Kowloon. Presumably, these ideas have been abandoned.

The new Hotel will cost about three million dollars; that is, about two millions for the structure, rather more than half-a-million for the value of the land and another half-a-million for furnishing. It is rumoured that the Board of Directors of the Hongkong Hotel Co. will be strengthened by the addition of three more Directors. There have been speculations in the share market on a report that the Hotel Co. will raise the necessary capital by the issue of new shares, so that the present holders of shares on the books of the Company would have an opportunity of participating on a preferential basis in the new issue. This I do not think likely, but it is the belief that such a procedure would be adopted that has given the price of the shares a fillip recently.

What may possibly happen is that the Hotel Mansions will be sold to secure the necessary funds for the erection of the new Hotel at Kowloon. In fact, an overtire was I hear, been made by the Directors of the Hongkong Hotel Company to dispose of this property. In this connection, I may recall that the Directors a couple of years ago converted the Hotel Mansions into offices, evidently working on the idea that the demand for hotel accommodation after the War would be small, at least from the touring public. So they gave notice to the residents of the Mansions and concluded leases with offices for the tenancy of the different floors. It has not yet transpired what money the Land Investment Company has offered the Hongkong Hotel Company for Hotel Mansions, but it is almost certain that it will be enough to pay for the cost of the Hotel's new venture in Kowloon.

The sale of the Hotel Mansions would be a big transaction, giving point to my remarks that there is at present a lot of money outside for investment in land, and incidentally the Government should profit from that fact with their old Post Office site. With regard to the purchase made the other day by the Directors of Wiseman's of the premises that at present houses the cafe, it is not out of place to say that there would have been buyers of that property at over fifty dollars a square foot, but the peculiar conditions of purchase, namely, that the landlord could not eject the present tenants, many of whom have four years' leases with the Land Investment Company, frightened buyers away. The leases with the present tenants of Wiseman's building do not provide for the leases being considered null and void in the event of the property being sold. In the light of these facts, it must be stated that the Directors of Wiseman's have secured a bargain, as there have been and are buyers of the land at higher prices.

I notice that two stores in the Hongkong Hotel building, next to Shaw's, are at present vacant, and I hear that the management of the Hotel intend to have a show room in one of these stores

for motor cars whilst the other may be utilised as an exit or entrance for the Hongkong Hotel garage. Would it not be a better plan to have the exit or entrance from Queen's Road, especially as the new structure that is soon to go up on the old Bank Building site will lose a certain amount of frontage under the new Government Ordinance? I should think an outlet on Queen's Road would suit the Hotel very well, at the same time preserving the hand-some appearance of the Hotel Building.

A few touring companies have at times aired the boast that they have broken all box office returns at the Theatre Royal. Their claims may or may not be true, but certainly—in the case of the Bandman Opera Company there can be no two opinions that not only have they broken all past records, from the booking point of view, but they have caused much disappointment. By that I mean that a large number of people during the past few nights who turned up at the Theatre in the almost certain belief of securing seats have had to go back home. On Friday, Saturday and last night the experience has been the same. Banvard's are reported to have netted here during their last season some twenty thousand dollars, which was considered extremely good for their short season, and it would be interesting to know how much Bandman makes. The crowd at the Theatre last night clamouring to get in was immense. It is reckoned that some three hundred persons must have been turned away. The doors were opened shortly after 8 p.m., but no seats were sold, for they had all been snapped up on Saturday. This must be gratifying to the Company. Probably the big crush last night was due to the fact that the play was a very popular musical comedy, which was staged for the first time in this Colony. I am told that "Buzz Buzz" on Saturday was a very tame show, but those who witnessed "The Maid of the Mountains" last night and who saw the same company in other pieces last week must have had occasion to revise their estimate of the versatility of the artists.

PORTRIA'S RETORT.
A young woman represented her father in a case at Willesden Police Court, and the opposing solicitor said that although she had no right to do so he was not objecting. He added that she had been a solicitor's clerk, and probably wanted someone to practise upon. The verdict went in favour of the prosecutors, the District Council, and the solicitor asked for costs. "Costs, indeed," retorted Portia, "You are the deputy clerk to the Council, and are paid a salary for your job." Costs were not allowed.

Between Ourselves

By Robt. MacWhirter.

The world is full of cures. The minute we get anything, never mind what it is, someone starts up in our path wi' a cure. There are doctors wi' treatments ranging from Epsom Salts to Monkey Glands, New Thoughts o' every kind wi' their various systems of healing, bone-men and muscle men and skin men and breathing experts. You cannae get the length o' yourself nowadays without being cured, and sometimes whether ye want to or no'.

Our reading matter is continually being interlarded wi' some kind of healing dope. If it's no' somebody's Bile Pills for Vile People and how they cure most anything from an ingrown toenail to an abnormal thirst, it's somebody's Tonics for Tired Eyes thrown at ye, plus the horrors of blindness, in the event of your forgetting the name of the company that raised the bogey.

Now I see the Church is taking a hand at the game. Well, I suppose they've got to do something these hard times in order to make sinful man realise that he's got a seedy stomach or an overstrung heart as well as a soul to save. There's bait meat and music here, as the dog said when he ate the piper's bag.

Mr. Hickson, who has had the "All's well" tacked on to his Healing Mission by the Bishop, is about due here. I wish him every success. I'm a bit sceptical of his line of business though. I've aye noticed that the man that thinks he's got to be cured of something isn't considered normal unless he's ready and willing to spend lots of good money in the process. You see, in the natural order of things we've to pay for everything we get—all this kind of amusement which mitigates the stress of living.

TO-DAY'S MISCELLANY.

A live lamb was the first prize for women at a whist drive at Bishop's Waltham (Hants.). This adds a new terror to whist drives. Suddenly to win a lamb, late in the evening (says the *Daily Chronicle*), and to have to take it home, without the slightest idea of what to feed it or whether to keep it in the dog kennel or the fowlhouse, or the coal scuttle, would be a vivid reminder that we English take our pleasures seriously. Probably it will not stop at lambs, and the man who wins a pig at a whist drive, and has to drive it home on a dark night, will possibly decide to join the Anti-Gambling League.

The *New York Evening Post* concludes an article on "The men we cannot beat" as follows: In contests between the British and Americans the British can hardly forget that some of their best runners will never break a tape, their best golfers never tee up, their best polo players never lift a mallet. The runners made their last sprint in the smoke of Wilding, the giant who played so smashingly at Forest Hills the summer of 1914 and few months later was gone at Gallipoli. Not far from a million British died in the field; the battle dead of little Australia alone equalled ours. Our rivals are too good sportsmen to mention the fact, but all the more reason why we should do so. These brave dead we do not beat."

Coming down Regent Street the other day, in the afternoon (writes a correspondent of the *Morning Post*), I saw a procession of unemployed marching parkwards, with band and banners. Before the procession was in sight I was accosted by the advance guard of collectors, and after the procession had passed out of sight the rearguard of collectors, rattling their boxes, still held the pavement. I counted the procession. It consisted of sixteen demonstrators in four ranks of fours and four banner-bearers. With the band (three fifes and a drum) the total of those who marched was only twenty-four all told. I cannot say how many collectors there were, but I counted fourteen, which seems to indicate that these demonstrations are not unprofitable; and that, instead of the processionists employing the collectors, it may be a case of the collectors employing the processionists.

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A humming noise in the transmission may be caused by an excess of heavy grease. The case should never be more than two-thirds full.

Oil should never be allowed to remain on the garage floor. It is detrimental to tires. The floor should be kept clean constantly.

Driving over a sandy stretch will be easier if the pressure in the tires is decreased to about 15 or 20 pounds. The tires flatten out, affording a wider and more pliable surface to grip the sand.

Internal trouble of a battery may be caused by sediment in the bottom of the jar. This can cause a sharp circuit between plates. The best way to avoid this is to use distilled water.

A leather washer placed beneath a metal washer will stop rattling. Besides, by added compression, it saves the bolt from being stripped of its threads.

Wheels should be tested for side play about every three months. By jacking up each wheel and jerking it to each side, any wobbly motion will be readily discovered. The bearings might need adjustment.

To remove a rusted bolt, heat an open spanner wrench that fits the nut of the bolt and let it rest there a few minutes. The nut will expand from the heat and will come off readily.

When the oil in the crank case is changed, the case should be flushed out with kerosene. It is a good plan to allow the engine to stand idle a day, with all drain cocks open, so that the kerosene may dry thoroughly.

A good check on the condition of the piston rings may be had by feeling the crank case. If it is hotter than usual, there is a leak past the piston rings. They are

LAWN TENNIS.**H.K.C.C. Tournaments.**

J. B. Penman beat Major C. Wilson by a surprisingly big margin yesterday in the Open Championship Singles event at the H.K.C.C., the scores being 6-2, 6-1.

In the Handicap Singles "A," A. B. Raworth (owes 4-6) beat Major H. M. Edwards (owes 1-6), 6-4, 6-4.

In the Club Championship, A. D. Humphreys beat Capt. C. O. Oliver 6-1, 6-0, 6-1; L. Forster beat Major H. Greenaway 6-2, 2-6, 6-2, 9-7.

In the Mixed Doubles Handicap, Major H. G. Bagshaw and Mrs. Bagshaw (scr.) got into the semi-final by beating A. H. Crook and Mrs. Crook (owes 3-6), 6-1, 6-2.

either worn or stuck in their grooves because of carbon deposits.

A recent survey of 1309 cars parked along Broadway, New York, showed 455 caps missing from the valve stems. This means that 455 tires were being run with the valve stem open to the admission of dust.

Out of 22 enclosed cars selected for special mention at the Olympic show in London, 15 had V-shaped fronts. The Rolls-Royce makers have adopted this style on their sedan.

Truck pneumatics are made in the larger passenger car sizes. They are heavier than the corresponding motor car tires and will stand up longer. They go well on heavy touring cars that are hard on tires.

Ninety per cent of the experimental work on automobiles in America is devoted to weight reduction, either in materials or in fuel. The engine of today weighs as much as that of a decade ago, yet it is twice as powerful. Its weight per horse-power has been cut in half.

CANTON REGATTA.**The Hongkong Successes.**

The Canton Rowing Club's annual regatta, held on Saturday, the 2nd April, at Belcher's Isle, Canton, was a very successful event. The programme started promptly at 2.15 p.m., the first event being the Inter-Club Senior Fours. Hongkong was well represented by the Royal Hongkong Yacht Club and the V.R.C., and the former were successful in winning the Senior Fours, Senior Pairs and the Single Sculls. The Junior Four was won by the V.R.C., and the Junior Pairs by the Canton Club. By kind permission of Commander E. B. Cloete, R. N. and officers, H. M. S. Tarantula acted as flagship, on which the Chairman, Mr. A. H. Sly, and Committee were "At Home." A large number of Canton residents turned out to watch the racing.

THE SENIOR FOURS.

The Senior Fours race was very keenly contested by all three crews. The Royals, getting a good start, obtained the lead which they held to the 1/4 mile post. Canton and the V.R.C. then spurted and drew level and this order continued until the 3/4 mile post was passed. At this point the Royals made a great effort, spurted and again obtained a lead of one length from both opponents, which they maintained to the winning post. The names of the winning crew are as follows:—C.D. Logan (bow), V.G. Smyth (2), P.H. Davies (3), J.S. McCann. (stroke), T.H. White (Cox). Time:—8 mins. 31 secs.

THE JUNIOR PAIRS.

The second event was the Junior Pairs, which was well contested by the three clubs. The V.R.C. had a good start and obtained a lead of 1 1/2 lengths from Canton, which they maintained until the 3/4 mile post was passed. At this point the Strokers, J. Berenton, unfortunately got cramp in his arms and was obliged to stop rowing. Canton then obtained the lead, winning a good race from the Royals by two lengths. Winning crew:—A. E. Quin (bow), M. Ogier (stroke), A. Hotson (Cox). Time:—5 mins. 59 secs.

THE SINGLE SCULLS.

The third event was the Single Sculls, for which only two entries were received, W. A. Alexander representing Canton and J.S. McCann Hongkong. Alexander very sportingly agreed to make the distance for this race half a mile, instead of a mile as stated on the programme, as McCann had to row in the Senior Pairs later on in the day. Both oarsmen had a bad start, owing to the wash of a launch passing at the time, but both quickly settled down to a hard race, which was won by McCann in 3 minutes 59 secs. by one length.

THE JUNIOR FOURS.

The fourth event was the Junior Fours race, which was keenly contested by all crews, the V.R.C. winning by 1 1/2 lengths from Canton, the Royals being third 4 lengths behind. The Royals were unfortunate in the selection of their Junior crew, bow side throughout the race pulling too strongly against stroke side, consequently the rudder was hard over against bow side the whole time. Winning crew:—T. Way (bow), G. Tiran (2), J. Berenton (3), G. T. Claridge (Stroke), A. Carroll (Cox). Time:—6 mins. 27 secs.

THE SENIOR PAIRS.

The fifth event was the Senior Pairs, which promised to be the hardest of the day, as all crews were confident of winning. Canton got away from the start and obtained a lead of one length from both opponents, which they maintained to the quarter mile post. The Royals and the V.R.C. at this point made a spurt and quickly drew level with Canton. It was then a neck-and-neck race until the 3/4 mile mark and was won in an exciting manner by the Royals from Canton by 1/2 length. The V.R.C. crew, stroked by H. Dreyer, were unfortunate in this race, as stroke's seat jammed in the slide and they were obliged to stop rowing at the 3/4 mile post. They however continued and finished good third. Winning crew:—V. G. Smyth (bow), J. S. McCann (stroke), T. H. White (cox). Time:—5.05 Secs.

SCRATCH FOURS.

The last event of the day was a race for Scratch Fours, the crews being drawn from the oarsmen who had rowed during the afternoon. This race, which was very close, was won by Lieut. Merriman's crew, Time:—5.05 Secs.

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**Glyn's Hand
made Hats**
Old English make

NEGLIGES IN ALL THE NEWEST
MATERIALS AND SMARTEST SHAPES.

LATEST STYLES

IN
SOFT FELTS, CAPS, STRAWS AND THE POPULAR VELOURS.

SUN HELMETS

SINGLE & DOUBLE TERRAS.

ENGLISH RECORDS.

YOU
SHOULD HAVE IN YOUR COLLECTION.
RECORD.

HANGING OF DANNY DEEVER	Baritone solos	207.
TWO LITTLE LOVE BEES	From THE SPRING MAID	267.
FOUNTAIN FAY		
LEND ME YOUR AID	IADA	212.
CELESTIAL "AIDA"	"THE MIKADO"	233.
VOCAL GEMS	"THE BELLS"	408.
DREAM SCENE	"PATIENCE"	391.
SELECTIONS	"MARTHA"	
VOCAL GEMS	"MIGNON"	337.
NONE SO RARE		
IN HER SIMPLICITY		
	SPECIAL RECORDS.	

WHAT WAS THERE GOOD By GEORGE ROBEY, Comedian.
WHERE'S THE BUTLER By HARRY TATE, Comedian.
HARRY TATE FORTIFYING THE HOME PART 1 & 2 By HARRY TATE, Comedian.

THE ANDERSON MUSIC CO., LTD.
16, Des Vaux Road, Telephone 1922.

GINS.

Caldbeck's Old Tom and Dry

Jas. Coutts & Co., Old Tom and Dry

Boord & Son Old Tom and Dry

Booth's No. 1 Old Tom

Plymouth (Coates & Co.)

Bols Dry Gin (London Style)

GALDBECK, MACGREGOR & CO., LTD.
15, Queen's Road Central. (Telephone No. 75.)

WHEN YOU THINK OF
BETTER SOUP & PUDDINGS
THINK OF

THE HING WAH PASTE MFG. CO., LTD.

(No. 47-48 Connaught Road Central, Hongkong)

MANUFACTURERS

OF
MACARONI, VERMICELLI, PASTE
STARS, EGG NOODLES &c.
RING UP 2220.

FRENCH LESSONS.

G. MOUSSON.

16, Morrison Hill Road.

CAMERA NEWS



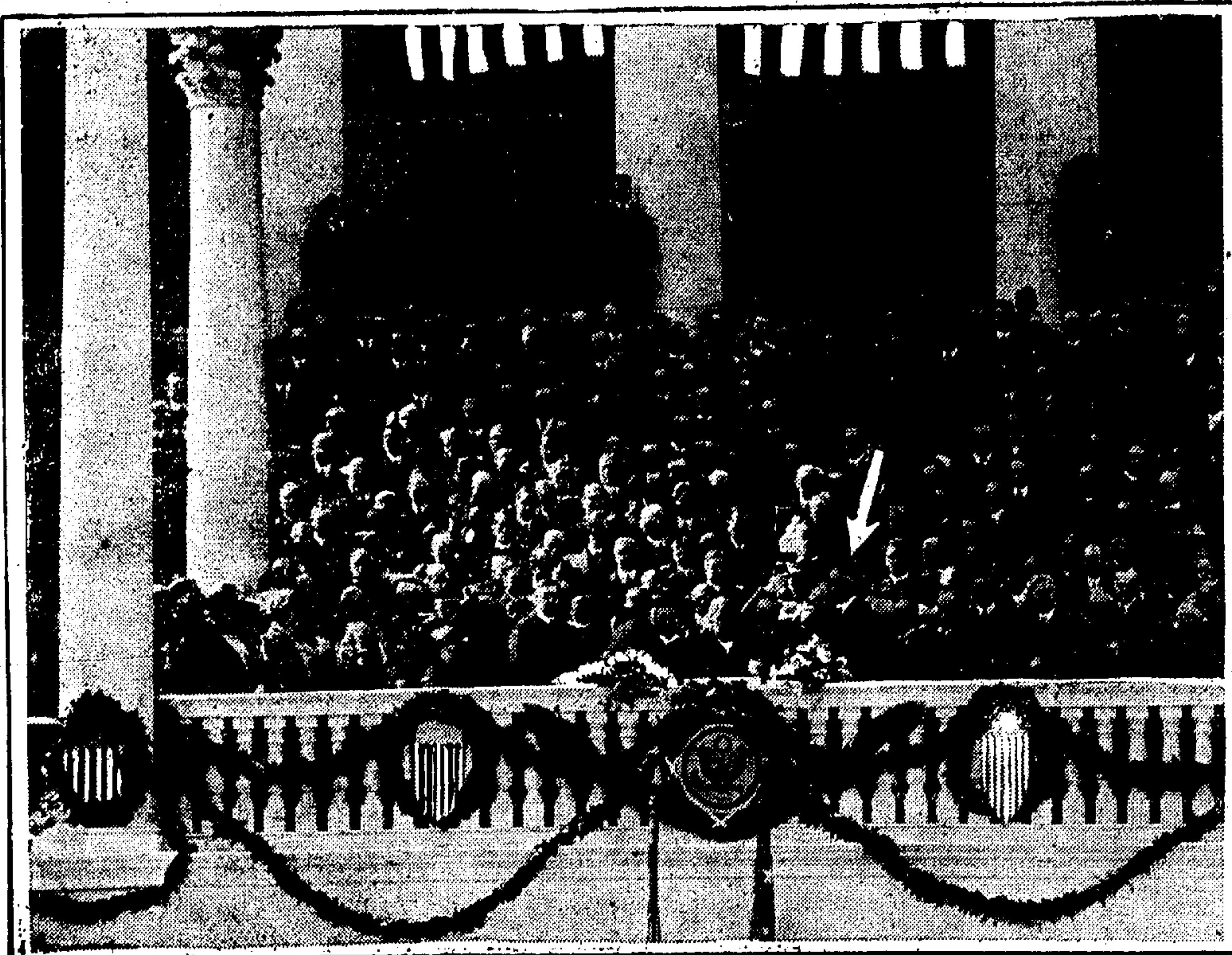
INAUGURATION OF U.S. PRESIDENT.

This picture shows Mr. Wilson and Mr. Harding on their way from the White House to the Capitol, where Mr. Wilson transacted the closing business of his second term as President and Mr. Harding was inaugurated as his successor. With them rode Congressman Cannon and (at the extreme right of the picture) Senator Knox.



PARLIAMENT OPENS.

For the first time since the war London folk saw the King and Queen and the Prince of Wales in their royal robes, on the opening day of Parliament.



TAKING THE OATH.

This picture shows Chief Justice White of the United States Supreme Court administering the oath of office to President Harding (marked by arrow) on the stand especially erected at the Capitol in Washington.



MEMORIAL TO SUFFRAGE PIONEERS.

The photo shows the memorial statue to the three suffrage pioneers, Lucretia Mott, Elizabeth Cady Stanton and Susan B. Anthony, which placed in the Capitol at Washington as a gift of the National Woman's Party.

DOINGS OF THE DUFFS.

Tom Can't Get Away With It

BY ALLMAN



NOTICE.

AMERICAN EXPRESS COMPANY.

Established America 1841 Europe 1891.

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WORLD WIDE SERVICE.

Exclusive Offices maintained at all principal cities in America.

Foreign Offices.

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BARCELONA	GOTHENBURG	OSTEND
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BORDEAUX	KOBE	RIO DE JANEIRO
BREMEN	LIVERPOOL	ROTTERDAM
BRUSSELS	LONDON	ROME
BUENOS AIRES	LUCERNE	SOUTHAMPTON
CAIRO	MANCHESTER	SHANGHAI
CHRISTIANIA	MANILA	STOCKHOLM
COBLENZ	MARSEILLES	TORONTO
COPENHAGEN	MONTIVIDEO	VALPARAISO
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GENOA	NAPLES	YOKOHAMA

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ATHENS	HAVANA	TIENTSIN
BOMBAY	PEKING	WARSAW

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YOUR ACCOUNT IS INVITED.

C. H. BENSON,
MANAGER.
Hongkong.

LITTLE FOLKS' CORNER.

ADVENTURES OF THE TWINS.

THE MUD-TURTLE EXPRESS.

Everybody was getting pretty hungry and Mrs. Woodchuck said she thought they'd be opening up the picnic baskets and having lunch.

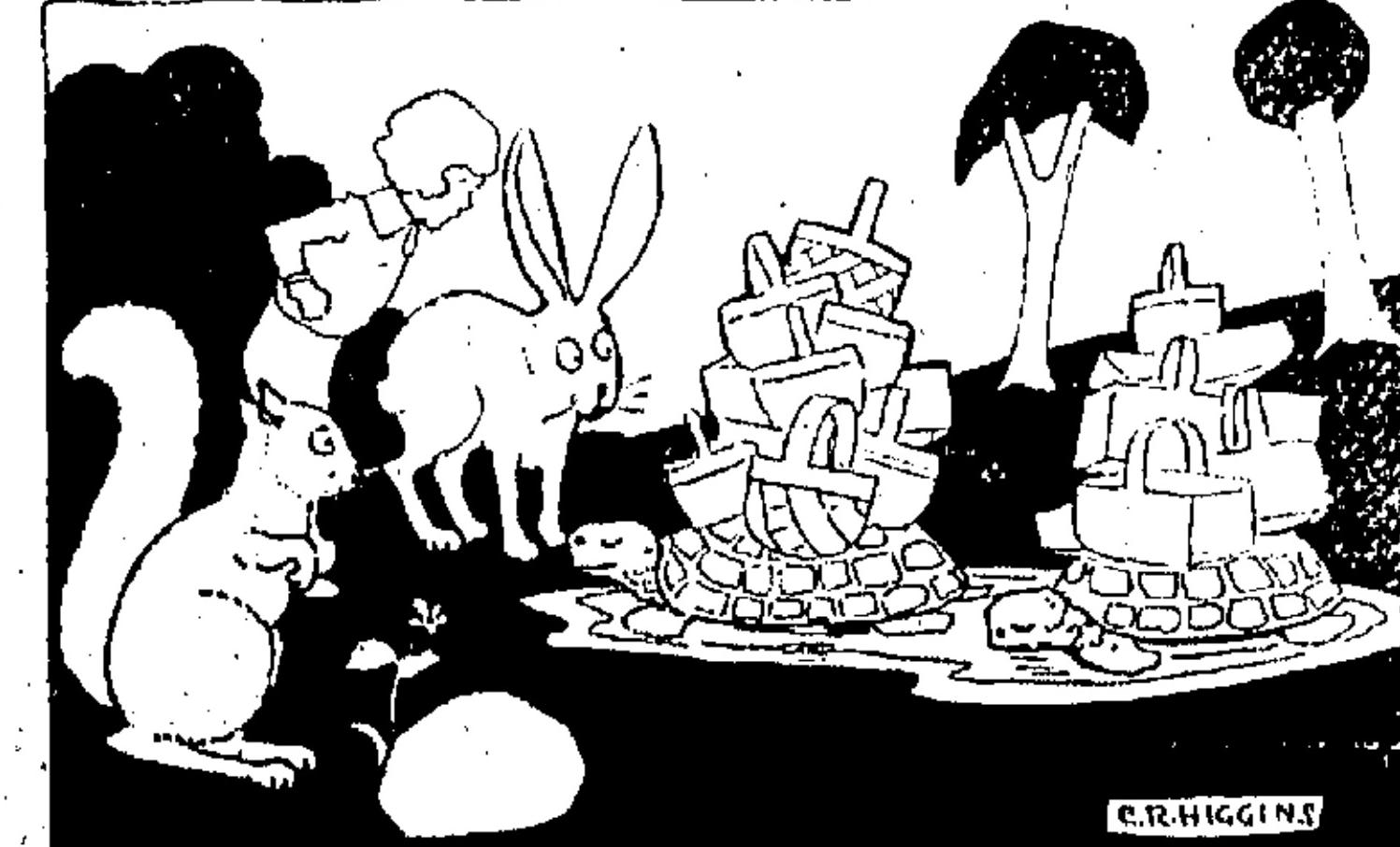
Nancy and Nick thought so, too, also Mr. Scribble Scratch, the fairy schoolmaster.

Nancy had cleaned off some nice big flat stones for tables, and so all the Meadow Grove people trooped over expectantly, hungry as hunters ready to eat the lids off the baskets. But where were the baskets? They weren't in sight anywhere.

"Tug Turtle and his daddy said they would bring them," explained Nick. "I had all the baskets stacked up on their backs like express wagons, and they were on the way when I left them."

Mr. Scribble Scratch nodded wisely and pulled his forelock.

"The turtle family would be fine ones to send for trouble," he said.



They found Tug Turtle and his dad, Tarty Turtle, fast asleep in a mud puddle.

"because they'd never fetch it. Nickie, s'pose you go and see what's side-tracked our lun-hi-wagons, will you?"

Nick took Ben Bunny and Wally Woodchuck and Scramble Squirrel along, and, what do you think? They found Turtle and his dad, Tarty Turtle, fast asleep in a mud puddle, the lunch baskets tottering something awful.

"Let's play a joke on them," whispered Nick, and he whispered something more, too. Then they all set to work quietly unloading the baskets.

At sunset Tarty stretched out his neck and blinked his eyes. "Come on, Tug," he said. "We'd better be moving. It's nearly noon and time to eat! We must have slept ten minutes." Tug yawned and stretched, too and the pair of them started off.

Just then Mr. Sun disappeared, and Mr. Moon peeped his big eye over a hill and winked at them. Tug and Tarty were so surprised they stopped dead still. Then they missed the baskets. They had slept all day and missed two meals!

(To be continued to-morrow.)

COMMERCIAL NEWS.

JAPANESE STEELWORKS
DISCHARGE HANDS.
The Muroran (Japan) Steel Works has decided to dispense with the services of 1,000 of its workmen.

HUCHOW KWANGTEH ROAD.
It is stated that the projected motor highway between Huchow, Chekiang province, and Kwangtung, Anhwei province, a length of 50 li, has become a possibility, \$300,000 having been raised for its construction.

HSIANERH RIVER BRIDGE.
Prior to the war the Carlowitz Company contracted for the construction of a bridge across the Hsianerh River. The Railways Company suggests that the contract should be cancelled and fresh tenders called for.

DAIREN ELECTRICITY WORKS.
The new generator now under installation at the Dairen Electricity Works, it is stated, are ready for operation. The actual supply capacity amounting to 5,000 kilowatts at present will be raised to 6,000 kilowatts.

INDO-CHINA RAIL SYSTEM.
Before starting on his return to the East, M. Maurice Long, governor general of French Indo-China, said that the Indo-Chinese internal loan granted by parliament is to be used chiefly for completing a railroad system which includes a through line to China.

CHINESE STOCK EXCHANGES.
The idea for the establishment of Chinese stock exchanges is spreading. Following upon the announcement of the inauguration of a stock exchange at Tientsin, it is now reported that local influential merchants at Shanghai are opening one. Offices have been taken temporarily in Sin Seng Road, but it is reported that plans are being drawn up for a new building to be erected in the Hou-ti Maloo, opposite the "New World."

U. S. RAILWAY CO-ORDINATION.
The co-ordination of the facilities and services of railways under strict Government supervision, proposed by the National Association of Owners of Railway Securities, as a way out of the transportation crisis, is to be submitted to the leaders of Congress, states a Washington report. It is claimed that the plan will save a million dollars annually, increase railway facilities and service, and lower the fares and rates.

MEXICAN OIL COMPANY.
A number of international stockholders have sent a letter to the Mexican Eagle Oil Company, calling attention to statements in the press regarding the prospects of the Company. The Company has replied, admitting the appearance of water in some of its oil fields but pointing out that this is a normal phenomenon in Mexico. Although small companies are affected by it, Mexican Eagle shareholders had it was stated, no ground for alarm as the Company was holding large oil-bearing territories in reserve against such eventualities and was at present producing more than the refineries could handle.

SHANGHAI SHARE MARKET.
Messrs. A. D. Anderson and C. in their circular dated 19th March, state:—With completed arrangements for the settling to take place on 22nd instant, there are some small signs of revival in the market at close, but at the beginning of the week there was a decidedly downward tendency evident. Debentures.—Debentures are still in demand, but only a small supply of the less favoured issues is available. Hongkong Banks.

Rose from \$840 to \$875, with further buyers offering \$860. Anglo-French Lunds.—The accounts have now reached us. The profit for the year is shown as Tls. 150,523.39 to which must be added Tls. 2,565.59 brought forward from the previous year. Deducting from this Tls. 39,000 absorbed in the payment of an interim dividend

TIME TABLE.
WEEK DAYS.

7.00 a.m.	8.00 a.m.	9.00 a.m.	10.00 a.m.	11.00 a.m.	12.00 noon.	1.00 p.m.	2.00 p.m.	3.00 p.m.	4.00 p.m.	5.00 p.m.	6.00 p.m.	7.00 p.m.
Every 15 min.												

NIGHT CARS.

8.00 p.m.	9.00 p.m.	10.00 p.m.	11.00 p.m.	12.00 noon.	1.00 p.m.	2.00 p.m.	3.00 p.m.	4.00 p.m.	5.00 p.m.	6.00 p.m.	7.00 p.m.	8.00 p.m.
Every 30 min.												

SATURDAYS.

8.00 a.m.	9.00 a.m.	10.00 a.m.	11.00 a.m.	12.00 noon.	1.00 p.m.	2.00 p.m.	3.00 p.m.	4.00 p.m.	5.00 p.m.	6.00 p.m.	7.00 p.m.	8.00 p.m.
Every 15 min.												

SUNDAYS.

8.00 a.m.	9.00 a.m.	10.00 a.m.	11.00 a.m.	12.00 noon.	1.00 p.m.	2.00 p.m.	3.00 p.m.	4.00 p.m.	5.00 p.m.	6.00 p.m.	7.00 p.m.	8.00 p.m.
Every 15 min.												

NIGHT CARS.

8.00 a.m.	9.00 a.m.	10.00 a.m.	11.00 a.m.	12.00 noon.	1.00 p.m.	2.00 p.m.	3.00 p.m.	4.00 p.m.	5.00 p.m.	6.00 p.m.	7.00 p.m.	8.00 p.m.
Every 15 min.												

PEAK TRAMWAYS CO., LTD.

TIME TABLE.
WEEK DAYS.

7.00 a.m.	8.00 a.m.	9.00 a.m.	10.00 a.m.	11.00 a.m.	12.00 noon.	1.00 p.m.	2.00 p.m.	3.00 p.m.	4.00 p.m.	5.00 p.m.	6.00 p.m.	7.00 p.m.
Every 15 min.												

NIGHT CARS.

8.00 p.m.	9.00 p.m.	10.00 p.m.	11.00 p.m.	12.00 noon.	1.00 p.m.	2.00 p.m.	3.00 p.m.	4.00 p.m.	5.00 p.m.	6.00 p.m.	7.00 p.m.	8.00 p.m.
Every 30 min.												

SUNDAYS.

8.00 a.m.	9.00 a.m.	10.00 a.m.	11.00 a.m.	12.00 noon.	1.00 p.m.	2.00 p.m.	3.00 p.m.	4.00 p.m.	5.00 p.m.	6.00 p.m.	7.00 p.m.	8.00 p.m.
Every 15 min.												

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8.00 p.m.	9.00 p.m.	10.00 p.m.	11.00 p.m.	12.00 noon.	1.00 p.m.	2.00 p.m.	3.00 p.m.	4.00 p.m.	5.00 p.m.	6.00 p.m.	7.00 p.m.	8.00 p.m.
Every 30 min.												

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Every 15 min.												

NIGHT CARS.

8.00 p.m.	9.00 p.m.	10.00 p.m.	11.00 p.m.	12.00 noon.	1.00 p.m.	2.00 p.m.	3.00 p.m.	4.00 p.m.	5.00 p.m.	6.0
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PACIFIC SHIPPING.



T. K. K.
TOYO KISEN KAISHA

HONGKONG to SAN FRANCISCO.
VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.
"THE PATHWAY OF THE SUN."

STEAMERS	TONS	LEAVE HONGKONG
SHINYO MARU	24,000	April 27th.
PERSIA MARU	9,000	May 14th.
TAIYO MARU	20,000	May 25th.
SIBERIA MARU	20,000	June 10th.
TENYO MARU	22,000	June 21st.

[†] Calling at Dairen. [†] Omitting Shanghai.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO.

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO,
SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO,
MOLLENDO, ARICA & IQUIQUE;

THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AIRES.

STEAMERS	TONS	LEAVE HONGKONG
HAYO MARU	12,000	April 5th.
SEIYO MARU	14,000	May 15th.
TOKUYO MARU	12,000	June 10th.
RAKUYO MARU	17,500	July 11th.

* For cargo only.

For full information regarding passage, freight, and sailings apply to:

Y. TSUTSUMI, Manager,
King's Building, Tel. Nos. 2374 & 2375.
Agents at Canton. Messrs. T. E. GRIFFITH, LTD.

STRUTHERS & DIXON, INC
GREEN STAR LINE

Operating Far Eastern services for account of the

UNITED STATES SHIPPING BOARD.

TO SEATTLE & VANCOUVER via MANILA.

"WEST JESSUP" 22nd April.

TO LOS ANGELES & SAN FRANCISCO (via HONOLULU.)

"WEST JENA" 25th April.

[†] Also, cargo accepted for Transhipment at San Francisco and or Seattle to weekly sailings for

NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE,
PHILADELPHIA, NEW YORK, BOSTON.

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CHINA MAIL S.S. CO., LTD.

"Incorporated U.S.A."
FREIGHT AND PASSENGERS
S.S. "NANKING" S.S. "NILE" S.S. "CHINA"
5,000 tons 11,000 Tons 10,200 Tons

SAILING FROM

HONGKONG for SAN FRANCISCO

via Shanghai, Japan Ports and Honolulu

S.S. "NILE" S.S. "CHINA" S.S. "NANKING"

April 21st. May 18th. June 15th.

SAILING FROM

HONGKONG for MANILA

S.S. "NANKING" June 4th.

SAILING FROM

HONGKONG for SINGAPORE

S.S. "NILE" S.S. "CHINA"

April 5th, at 3 p.m. April 30th.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

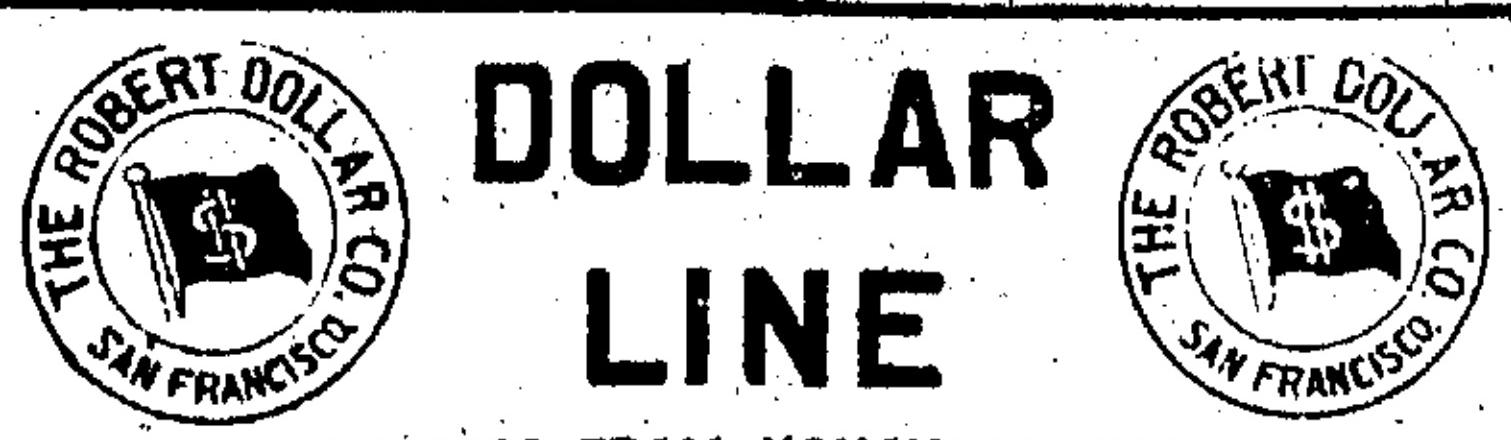
C. T. SURRIDGE, FREIGHT & PASSENGER AGENT,

PRINCE'S BUILDING, ICE HOUSE STREET.

TEL., PASSENGER DEPT. TEL. FREIGHT DEPT. & AGENT.

NO. 1934.

PACIFIC SHIPPING.



DOLLAR LINE

SAILINGS FROM HONGKONG FOR

FOR NEW YORK VIA PANAMA.

STEAMERS. SAILING DATE.

"HAROLD DOLLAR" MAY 10TH.

"MELVILLE DOLLAR" MAY 18TH.

"M. S. DOLLAR" MAY 25TH.

VIA PANAMA. SAILING DATE.

"HAROLD DOLLAR" MAY 10TH.

"MELVILLE DOLLAR" MAY 18TH.

Through Bills of Lading issued to all Over Land Common Points in the United States and Canada.

For Particulars and Rates apply to:

THE ROBERT DOLLAR CO.

GENERAL POST OFFICE BUILDING TEL. 792.

THIRD FLOOR

795.

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PASSENGER & FREIGHT SERVICE.

FOR MANILA.

S.S. WENATCHEE Sailing May 3rd.

FOR VICTORIA, B.C. & SEATTLE, Wash.

Calling Shanghai and Japan Ports.

From Hongkong Arrive Seattle.

S.S. WENATCHEE May 14th. June 3rd.

S.S. KEYSTONE STATE July 5th. July 26th.

S.S. WENATCHEE July 25th. Aug. 13th.

S.S. KEYSTONE STATE Sept. 17th. Oct. 5th.

Information regarding rates, accommodations etc.,

Apply to

THE ADMIRAL LINE

Telephones 2477 & 2478. 5th Floor Hotel Mansions.

TRANS-PACIFIC FREIGHT SERVICE.

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FOR SEATTLE, VICTORIA, VANCOUVER, TACOMA.

FREIGHT ONLY

(Calling at Kobe and Yokohama.)

CROSSKEYS About April 16th.

CROSSKEYS For Manila About April 9th.

FOR PORTLAND direct.

(Calling at Kobe and Yokohama.)

MONTAGUE FREIGHT ONLY April 30th.

THROUGH BILLS OF LADING ISSUED TO OVERLAND COMMON POINTS.

FOR FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE

Telephones 2478. 5th Floor, Hotel Mansions.

FOR NEW YORK and BOSTON.

Wm. H. WEBB About April 11th.

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BARBER STEAMSHIP LINE INC., THE ADMIRAL LINE

AGENTS.

Telephones 2477 & 2478. 5th floor, Hotel Mansions.

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REGULAR SERVICE

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SAIGON-SINGAPORE-SUMATRA

JAVA PORTS.

OPERATING THE FOLLOWING U.S.S. STEAMERS

For Haiphong, Saigon & Java Ports CADARETTA April 7.

LAKE FARRAR April 12-20, LAKE ONAWA May 19.

Through bills of lading issued to all United States, Pacific Coast and Overland Points.

For full Particulars and Rates apply to

THE ADMIRAL LINE

5th FLOOR HOTEL MANSIONS BUILDING.

Tel. Add.: Admiralin. Telephone 2477 & 2478.

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NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & China Mutual S. N. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong.

BOSTON & NEW YORK. "KANDAHAR" 8th April.

"CITY OF DUNKIRK" 25th April.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.

HONGKONG & CANTON REISS & CO. CANTON.

VEREENIGDE NEDERLANDSCHE SCHEEPVAART MAATSCHAPPIJ.

(United Netherlands Navigation Company)

HOLLAND-OOST AZIE LIJN

(Holland East Asia Line)

(Members of the Straits, China and Japan Conferences.)

Regular monthly service between

Japan ports, Shanghai, Hongkong and Manila

and

Amsterdam, Rotterdam, and Hamburg, Bremen.

Steamers Loading For Sailing

ALDERMIN April Amsterdam & Hamburg 10th April.

BOEROE May Amsterdam & Hamburg 20th May.

ALCOR June Rotterdam & Hamburg 20th June.

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Shipping to Europe, Australia, and other Ports.

**P. & O.-BRITISH INDIA, APCAR
AND
EASTERN & AUSTRALIAN LINES.**

(COMPANIES corporated in ENGLAND)

TO
STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA,
INCLUDING NEW ZEALAND & QUEENSLAND PORTS,
RED SEA, EGYPT, EUROPE, ETC.**PENINSULAR & ORIENTAL SAILINGS (South)**

S.S.	Tons	From Hongkong (about)	Destination
KHYBER	9,000	15th Apr.	Miles, London & Antwerp.
DUNERA	5,400	17th Apr.	S'pore, Colombo & B'bay.
DEVENHA	8,000	27th Apr.	Miles, London & Antwerp.
SOUDAN	7,000	29th Apr.	Miles, London & Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

GREGORY A.	4,649	8th Apr.	Calcutta via Singapore, Penang & Rangoon.
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EASTERN & AUSTRALIAN SAILINGS (South)

EASTERN	4,000	12th Apr.	Melbourne via Sandakan, Thursday Island, Townsville, Brisbane and Sydney.
KANOWNA	7,000	2nd May	Omits Sandakan Calls Timor.

SAILINGS TO SHANGHAI & JAPAN.

DUNERA	5,400	6 Apr. 10 a.m.	Shanghai only.
NAGOYA	7,000	11th Apr.	Shanghai & Japan.
KANOWNA	7,000	16th Apr.	Japan direct.
TAKADA	6,949	14th Apr.	Shanghai & Japan.

WIRELESS ON ALL STEAMERS.

Parcels shipping up to 2½ ft. X 2 ft. X 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to MACKINNON, MACKENZIE & CO. Agents.

22, Des Vaux Road Central.

N. Y. K.**NIPPON YUSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA or VANCOUVER via Manila, Shanghai and Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

KASHIMA MARU (Omitting Manila) Wednes., 20th Apr., at 11 a.m.

SUWA MARU... Friday, 6th May, at 11 a.m.

FUSHIMI MARU (Omitting Manila) Tues., 31st May at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez Port Said & Marseilles.

KITANO MARU ... Friday, 15th April, at 11 a.m.

INABA MARU ... Friday, 29th April, at 11 a.m.

HAMBURG, AMSTERDAM, LONDON & ROTTERDAM.

LIVERPOOL & MARSEILLES via Suez.

MEI BOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

NIKKO MARU ... Tuesday, 19th Apr., at 11 a.m.

AKI MARU ... Tuesday, 17th May, at 11 a.m.

NEW YORK via Suez.

SOUTH-AMERICAN PORTS via Cape.

KAWACHI MARU (Sailing from Singapore) Wed., 11th May.

BOMBAY & COLOMBO via Singapore.

WAKASA MARU ... Friday, 22nd April.

CALCUTTA & RANGOON via Singapore & Penang.

TOTTORI MARU ... Wednesday, 6th April.

RANGOON MARU ... Sunday, 17th April.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU... Tuesday, 12th April, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

KAMAKURA MARU ... Tuesday, 12th April.

DAKAI MARU ... Wednesday, 13th April.

IYO MARU ... Friday, 15th Apr., at 11 a.m.

For further information apply to NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293. S. YASUDA, Manager.

JAVA-CHINA-JAPAN LIJN.

**J**

Regular Fortnightly Service between JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tjipanjas...	Swatow	in port	7th Apr.	Java
Tijtareem...	Japan	13th Apr.	15th Apr.	Java
Tibodas...	Shanghai	17th Apr.	20th Apr.	Java
Tjatjat...	Java	18th Apr.	25th Apr.	Japan

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

ALSO OPERATING
JAVA PACIFIC LIJN.
NEXT SAILING.

Steamer	From	Expected on or about	Will leave on or about	For
BALI	Java	15th Apr.	17th Apr.	San Francisco.

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.
Telephone No. 1574.

York Buildings.

Shipping to Europe, Australia, and other Ports.

DODWELL & CO., LTD.**STEAMSHIP SERVICES.**

Regular Sailings to

FOR NEW YORK and or BOSTON.

S.S. "EGREMONT CASTLE"

Sailing on or about 6th April.

LLOYD TRIESTINO.

BRINDISI, VENICE & TRIESTE.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through B/Lading.

S.S. "TRIESTE" Sailing on or about 22nd April.

S.S. "PERSIA" Sailing on or about 19th April.

FOR SHANGHAI & JAPAN.

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Passenger Luggage can be insured at the office of the Agents

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(SOUTH SEA MAIL S.S. CO.)

Regular services between

JAPAN, HONGKONG & JAVA.**FOR JAVA.**

S.S. "CHERIBON MARU" Sailing on or about 9th April.

OCEAN TRANSPORT CO., LTD.

(TAIYO KAJUN KAISHA)

Steamship services Trans-Pacific.

also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading for South African Ports, with transhipment at CALCUTTA, in conjunction with the Indo-China Steam Navigation Co., Ltd., and Appear Lines.

For Freight or Passage on any of the above Lines apply to:

DODWELL & CO., LTD., Agents.

**AUSTRALIAN
ORIENTAL LINE.**HONGKONG TO PHILLIPINES & AUSTRALIAN PORTS
SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia.	Leaves Hongkong for Australia.
CHANGSHA	25th April.	30th April.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM & CONTINENT.

for Steamer. Sailing.

LONDON, AMSTERDAM, ROTTERDAM ("KIOTO") 15th April.

DAM & HAMBURG ("KASENGA") 30th April.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,

of REISS & Co. Canton General Agents.

CLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.

Vessel. Due Hongkong.

"GLENIFFER" ... 14th April.

"GLENGLYME" ... 28th April.

Vessel. Leaves Hongkong. Discharges.

"CARNARVONSHIRE" 24th Apr. GENOA, LONDON & R'DAM.

Movements are subject to change without notice.

For freight or further particulars please apply to—

JARDINE, MATHESON & CO., LTD.

AGENTS: THE GLEN LINE, LTD.

Telephone No. 215, sub-ex. 23 and 3696.

COASTAL SHIPPING.**INDO CHINA STEAM NAVIGATION CO., LTD.****SAILINGS SUBJECT TO ALTERATION.**

Destination Steamer Sailing

"Turkish A.A."

Westminster Turkish A.A. Cigarettes are made from the finest Turkish Tobacco leaf only, selected for its perfect blending qualities. They contain no other leaf. Connoisseurs will appreciate the significance of this fact.

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EXCHANGE.

(Opening Rate: closing Rate on Page 1).

SELLING.

FTT	2.416
Demand	2.454
30 d/s	
60 d/s	2.5
4 m/s	1.0216
TTT Singapore	1.0216
TTT Japan	9614
TTT India	180
Demand, India	
FTT San Francisco & New York	4612
FTT Java	135
FTT Marks	Nom.
FTT France	6.65
Demand, Paris	

BUYING.

4 m/s. L/C	2.638
4 m/s. D/P	2.694
6 m/s. L/C	2.7
30 d/s. Sydney and Melbourne	2.818
30 d/s. San Francis- co & New York	4916
4 m/s. Marks	Nom.
4 m/s. France	7.25
6 m/s. France	7.45
Demand, Germany	
Demand, New York	4612
FTT Bombay	Nom.
Demand, Bombay	180
FTT Calcutta	Nom.
Demand, Calcutta	180
On Yokohama	9612
Demand, Manila	105
Demand, Singapore	10214
On Haiphong	Nom.
On Saigon	8814
On Bangkok	8810
Sovereign	51.40
Gold leaf per Taal	51.40
Bat Silver, ready	331/4
forward	321/4
Bank of England rates	7%
New York/London	3.9014

SUBSIDIARY COINS.

Hkong 50 cts. pieces	par.
10 "	1/2 p.m.
5 "	1/2 dis.
Canton subcoins	15.3%
Hongkong April 5, 1921.	dis.

LAUDER'S "CHECKER."

Mr. D. Gilmour, an ex-checkweigh man, who weighed the last piece of coal hewn by Sir Harry Lauder before he up gave colliery life, was the host at a luncheon to Sir Harry at the House of Commons.

WEATHER REPORT.

April 5d. 11h 24m.—Pressure has increased considerably at Weihaiwei. Changes since yesterday slight at other porting stations.

An anticyclone has formed over S. E. Mongolia.

Moderate monsoon may be expected along the south-east coast of China, and over the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 9.00 inch. Total since January 1st, 5.74 inches, against an average of 6.67 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District, Forecast.

1 Hongkong to Gap Rock N.E.winds, moderate; fair.

2 Formosa Channel N.E.winds, strong.

3 South coast of China between H.K. & Lamockas.

4 South coast of China between H.K. & Hainan.

T. F. CLAXTON, Director, H.K. Observatory, April 5, 1921.

TIME SIGNALS.

The time ball on Kowloon Signal Hill is dropped daily at 10 a.m. and 4 p.m., except on Saturdays when it is dropped at 10 a.m. and 1 p.m., and on Sundays and Holidays when it is dropped at 10 a.m. only.

The ball is hoisted half mast at the 55th minute and full mast at the 57th minute. Should the ball fail to drop at the correct time, it will be lowered at five minutes past the hour and the ordinary routine repeated at the following hour, if possible.

Should the time ball be out of order the a ovo routine will be carried out with the flag "Z", on the storm signal mast.

Time signals are also given at night by means of three white lamps mounted vertically on the Observatory wireless mast. From 8h. 56m. 0s. to 9h. 0m. 0s. p.m. the lamps are extinguished momentarily at the even seconds, except at the 2nd, 28th, 50th, 52nd, and 54th of each minute.

The hours refer to Hongkong Standard Time (8 hours of east Greenwich).

POST OFFICE.

Telegraphic communication with Gap Rock Lighthouse is interrupted.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAIRS.

Shanghai—Per CHENAN, 6th Apr.

Shanghai—Per TEAN, 6th April.

Saigon—Per AMAZONE, 7th Apr.

OUTWARD MAIRS.

To-morrow.

Tourane—Per KWAI WAH, 5 p.m.

Japan—Per ANTILOCHUS, 11 a.m.

Shanghai & N. China—Per DUNERA, 8.30 a.m.

Swatow, "Shanghai and North China" per WING SANG, 5 p.m.

Hoibow and Haiphong—Per LOK SANG, 8 a.m.

Shanghai, N. China, Japan, Canada, U.S.A. & South America & Europe via Vancouver—Per TYNDAR-EUS, Reg. 1.45 p.m. Letters 2.30 p.m.

Hoibow and Haiphong—Per LOK SANG, 8 a.m.

Shanghai, N. China, Japan, Canada, U.S.A. & South America & Europe via Vancouver—Per TYNDAR-EUS, Reg. 1.45 p.m. Letters 2.30 p.m.

Hoibow and Haiphong—Per LOK SANG, 8 a.m.

Shanghai, N. China, Japan, Canada, U.S.A. & South America & Europe via Vancouver—Per MONTEAGLE, Reg. 9.45 a.m. Letters 10.30 a.m.

Hoibow and Haiphong—Per VAN CLOON, 1 p.m.

Fort Bayard, Hoibow & Haiphong—Per HANOI, 9 a.m.

Correspondence bearing vessel's names only.

HOTELS.

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OPERATING:

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500 FEET ABOVE SEA LEVEL
15 MINUTES FROM LANDING STAGE.

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KNUTSFORD HOTEL KOWLOON
SACHSE, LENNOX & CO., General Agents
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THE ONLY HOTEL DE LUXE IN THE FAR EAST.

Afternoon dansant, daily.

Beautiful new steel and concrete fire proof building with six floors, 3 lifts; 200 rooms, each with private bath and city telephone; and a spacious roof garden overlooking the romantic Imperial Palace, the Legation Quarter, the Rockefeller Institute, and the entire city.

Unexcelled cuisine, with French chef. Banquets a specialty. Wines of the best districts of France.

Large playground for children in the park of the hotel, which is the healthiest location in the city.

THOS. COOK & SON, Headquarters, in the building.

Motor bus meets all trains.

L. M. MAILLE,
Manager.



SOLE AGENT, MUTSUI BUSSAN KAISHA, LTD., HONGKONG

METEOROLOGICAL.

4th to 10th April, 1921.

High Water Hongkong Mean Height.

Low Water Hongkong Mean 4 in.

Wind Direction E. E. E. E.

Wind Force 5 4 4 4

Weather 0.00 0.00 0.00

Highest open air Temperature on the 4th 71

Lowest open air Temperature on the 5th 68

T. F. CLAXTON, Director.

H.K. Observatory, April 5.

ENTERTAINMENTS.

THE CORONET

TO-NIGHT TILL THURSDAY

PATHE'S BIG 1921 SUCCESS

"THE EMPIRE OF DIAMONDS"

VANITY FAIR COMEDY. GAZETTE.

HONGKONG THEATRE

TO-NIGHT at 5.15, 7.15 and 9.15 p.m.

Goldwyn Presents

GERALDINE FARRAR

"THE STRONGER VOW"

A woman's way in the Apache haunts of Paris.

In 7 parts.

NOTICE.

TO-DAY'S SHARE QUOTATIONS.

OFFICIAL PRICES.

Banks.

H.K. & S. Bank b. 840

East Asia b. 117

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